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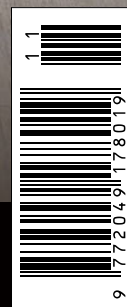
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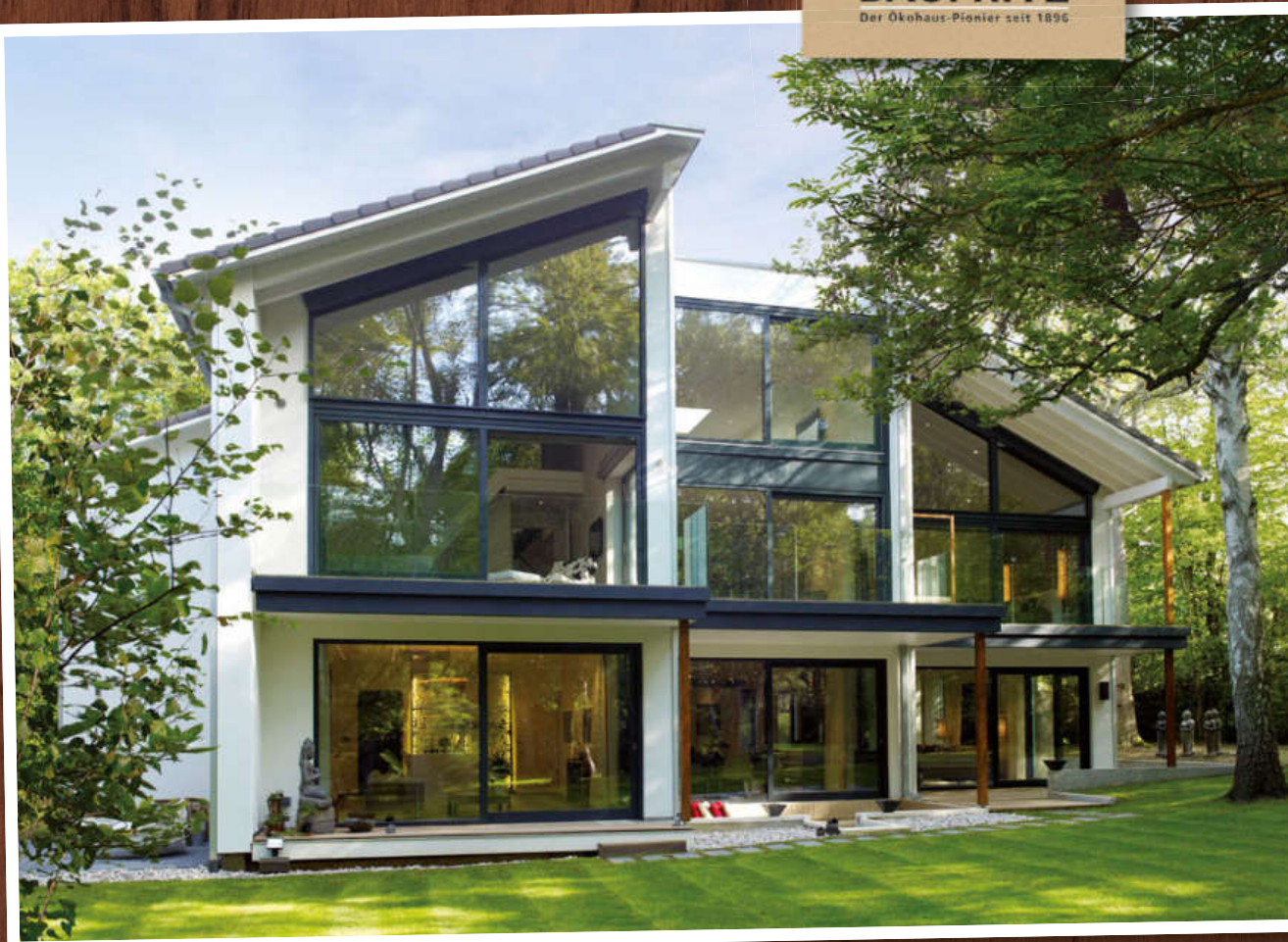
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#44 // NOVEMBER 2015

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## EDITOR'S LETTER

**T** This month, it's an issue full of hellos and goodbyes. The farewells first... as many of you will know, a dear friend of Morgan and MOG magazine sadly passed away in September. Richard Gilbert was a stalwart supporter of the magazine, helping us in many ways over the three and a half years that the magazine has been published. From shooting fantastic photos for our features, to driving Morgans across the country, writing book reviews and, we can now reveal, he was in fact our very own MOG Nut. It is with heavy hearts that we lose him and his support. The amazing images on this month's racing pages at Brands Hatch are the very last that Richard took of the Aero Racing Challenge. The MOG team has many unique and previously unpublished memories and photos of Richard and we have taken the opportunity in the last ever MOG Nut feature to pay tribute to him and his love of Morgans.

As for the hellos, well, this issue sees the launch of two very exciting new series. Morgans are known the world over for their distinctive design features, but have you ever wondered what a Morgan SUV could look like? Or, what about a Morgan tank or aeroplane? We've thrown down the gauntlet for Morgan's Head of Design, Jon Wells, and challenged him to let his imagination run riot in our new series that tips classic Morgan design on its head into a fantasy world of Morgan-inspired vehicles the company would never produce in their wildest dreams. The results are simply stunning! We've also put our regular archive feature back on the shelf and are launching "Timeline," a unique decade by decade look at the full cross-section of the motoring world from a Morgan perspective, this month starting right at the beginning of Morgan's incarnation, the turn of the 20th century. Enjoy!



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# MOG MAIL

YOUR NEWS. YOUR VIEWS.



## STAR LETTER

Dear MOG,

[In response to Great Debate, October] Thoughts – well, why not? Hope I'm never in a position to need an auto box, however it does open up additional opportunities to buyers and I can see it going well in places like China, where it would seem the majority of drivers can only drive autos.

Modern autos are far better than the old three-speed slush boxes of years gone by. In most cases shifts are quicker than doing it oneself with a third pedal. There are a number of examples where vehicle performance is enhanced over the manual shift and I think we'll soon see the day when they are more economical on fuel, too!

On a slightly off topic note (except where the gearbox originates) I recently drove the new generation, (Mk4?) MX-5 in 2.0 litre form with a six-speed manual – an absolutely stunning drive – sweet gear changes and road hugging suspension (on a par with my old Boxster S). It doesn't get the same reaction from members of the public as my '93 4/4, though.

Keep up the good work!  
Cheers,

*Graham, via email*





Dear MOG,

[In response to Great Debate, October] There are plenty of people out there who, for many different reasons, can't drive a car with a manual gearbox. If making an auto box available in a Morgan allows one more person to enjoy Morgan motoring then it can only be a good thing.

Anyway, auto boxes have been available in the Aeros and the current +8 for ages, and in the +4 (according to the company that fits the auto boxes for MMC) it accelerates considerably faster than the manual car. What's not to like about that!

Roger, via email



Dear MOG

New Zealand has only one pre-war Series 1 Standard engine 4-4 Morgan, Chassis #920, on the NZ Register. Approximately 40 Standard engines were delivered to Morgan in May 1939 and apparently 33, with possibly three more with odd engine numbers, were fitted before WW2. Of these 13 were roadsters, 17 DHCs and three four-seaters.

The roadsters, by chassis number, were #896, #897, #905, #906, #909, #910, #913, #914, #915, #916, #920, #922, and #924 dispatched from June 1939, plus #930 built before the war but not delivered until 1947.

We are keen to see how many other roadsters survived the years and are around today. If any reader knows of any of these cars we would appreciate hearing from them. E-mail: kerry@thepointlodge.co.nz

Kerry Guy, via email

Dear MOG,

[In response to Great Debate, October] My thought on the automatic Morgan is this: it is a long overdue option. In 2007 I gave up my 2004 Mazda RX-8 6-speed manual because of a bad left knee. It became too painful to use the clutch for long periods of time. An automatic Morgan would be a great choice for someone with a similar problem.

Ronald Pizor, via email

Dear MOG

I was really interested to read your feature on Morgan factory tours (October 2015).

I attended one as a member of a group in the summer and was amazed at what I saw. I knew Morgan was a small company, hand-building just a few hundred cars a year, but I was astonished by it all. The tour was one of the highlights of our group's year, and the close proximity of the workshops, the clear camaraderie between the workers, the cohesive atmosphere and the enthusiasm that exudes almost from the walls was palpable. It was a joy to learn first-hand about the way the cars are built and the level of craftsmanship that goes into them. Our tour guide was terrific, with a depth of knowledge that couldn't be faulted - we reckoned he should go on Mastermind with Morgan as his specialist subject! For the afternoon to be topped off with homemade cakes and tea - what could be better? Anyone who hasn't been should definitely book up!

Bryan Froggett, via email



## THE GREAT DEBATE


**THE BIG QUESTION:** A new piece of legislation came into force on Thursday 1 October 2015: the ban on smoking in cars with under 18s present. Is it really the job of the law to crack down on this? Can it even be enforced?

There has been some argument suggesting it should be a matter of education, rather than something that's policed. Let us know what you think by writing to [editor@mogmag.co.uk](mailto:editor@mogmag.co.uk).

If you have any news, views or ideas you'd like to see covered in MOG, we'd love to hear from you.

Email us at [editor@mogmag.co.uk](mailto:editor@mogmag.co.uk) or write to MOGMail at The Outlook, 6 Sansome Walk, Worcester, WR1 1LH

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# NEWS BITES

Issue Forty Four – November 2015

## FLORIDA DREAMIN'



Morgan may be a thoroughly English brand, but the appetite for the Mogs in America is growing all the time. Sports car dealer, Christopher Silvestri, has recently opened a Morgan dealership in sunny Florida. We speak with Christopher to find out where his love of the Mogs comes from:

“Vintage racing and English sports cars have been my passion for more years than I can remember; from childhood in the back of my father’s Sunbeam, Alfa, or Rover, I knew I was part of something special. It was inevitable I would end up in the classic car business – all those years playing with Matchbox cars, and immersing myself in books about racing and sports cars for hours on end. I guess I was laying the groundwork for a Morgan dealership.

“I made a career in the textile business first and then later as a

vintage racing prep and trackside service business, all the while racing MG, Elva, Porsche, Lotus, Alfa, Abarth, and anything else I could get my hands on. Buying, selling and building vintage racing cars provided the professional business groundwork for what lies ahead. We are so excited to get started in a business we are very passionate about! Morgan cars have always been a smouldering desire for me – the classic, rugged looks, agile handling, and everything else. When the opportunity arose I jumped at the chance to be Morgan’s newest dealer in the USA.”

“Our nostalgic building will afford us a great backdrop to showcase Morgan, as well as our automotive lifestyle collections for the sports car enthusiast and historic racer. Quality high end clothing, driving shoes, books, accessories and car care for the true discriminating gear head.”



To contact the dealership, you can visit them at 322 Ridgewood Dr. Holly Hill Florida, 32117, or go to [www.christopherjohnltd.com](http://www.christopherjohnltd.com). For social media, check out twitter@ChristopherJohnLTD and Instagram.com/christopherjohnltd.

## ALL ABOARD!

The All Morgans’ Day is back! After a year’s absence, the event organised by the Morgan Centenary Roadster 100 Register is returning in 2016. Always hosted in beautiful locations, the next event is at Blenheim Palace. This year the chosen charity the 100 Register is raising money for is Combat Stress. Make sure you pencil in Sunday 3rd July!

The ever-popular Morgan Car Badges, as designed by the talented Tcherek Kamstra of Morgan dealer, Isis Imports, in the US, are releasing a new design to accompany the All Morgans’ Day. Custom-designed for the event, a percentage of the badge cost will also go to Combat Stress. Email [customcarbadges@sonic.net](mailto:customcarbadges@sonic.net) for more details.



## CONCOURS IN CHINA!



Morgan Cars China has confirmed that it will attend Bund Classic 2015 to be held in Shanghai Oct 16-18th 2015. Bund Classic is the first annual Concours d'Elegance dedicated to the Chinese and Asian Pacific classic, historical and vintage automobile community. A celebration of the love

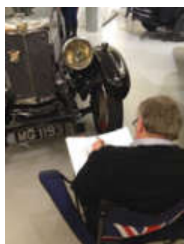
of classic cars and modern lifestyle! Morgan cars will take part in a classic car parade on the Bund and will display models that are available for sale at the three-day event to be held at the historic venue of No.1 Waitanyuan.

Jim James, Managing Director of Morgan Cars China said, "Morgan cars

China is delighted to announce our attendance at the Bund Classic 2015. We believe that style and elegance of this classic car event matches the heritage of the Morgan hand-built British sports cars, and that the event is contributing significantly to the development of a classic car culture in China."



## MOTORING KNOWLEDGE



The Heritage Motor Centre is to host a series of motoring related lectures and workshops this autumn as part of their on-going lifelong learning programme.

'Drawing from Automotive History' will take place on Saturday 17th October from 10.15am – 3.45pm with Richard Cook, an art teacher and accomplished pencil sketcher. The day is designed to suit pen and ink sketchers of varied

abilities from beginner to competent amateur.

'Cars through the Lens' will take place on Saturday 24th October from 10.15am – 3.45pm with motoring photographer Lara Platman. Participants will learn when and how to use different settings on their camera to create stunning photographs of cars. Topics covered will include how to control light and composition, the rule of thirds and perfect angles, and how to make photography fun.

'The Story of our Gas Turbine Car' will take place on Sunday 29th November from 11am – 12.15pm. HMC Curator, Stephen Laing, will talk about how Rover began its pioneering programme of gas turbine research after WW2, building the world's first gas turbine car, JET 1, in 1950. Perhaps the pinnacle of the programme was a sensational racing car, the Rover-BRM, which competed at Le Mans in 1963 and 1965.

Emma Rawlinson, Family and Lifelong Learning Officer at the Heritage Motor Centre stated, "We're delighted to offer these fascinating workshops and lectures to enable participants to learn valuable skills in photography and drawing as well as learning more about our incredible motoring and local history". For more information and prices, visit [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)

## SPEEDING STILL TOP ROAD OFFENCE

Figures obtained by the Institute of Advanced Motorists (IAM) have found that, over the last decade, speeding is still the biggest motoring-related offence where the defendant is found guilty in court.

And the numbers of those found guilty have risen sharply in the past 12 months – from 115,935 to 148,426, an increase of 28% which is the highest number since 2005. The 2014 figures were 2% greater than 2004.

The next highest offence where defendants were found guilty was vehicle insurance-related crimes, although the percentage has fallen dramatically since 2004.

The figures, obtained by the IAM from the Ministry of Justice, also show that vehicle registration and excise duty offences and driving with alcohol in the blood above the legal limit are both offences that have fallen in huge numbers in the past ten years.

Sarah Sillars, IAM Chief Executive Officer, said: "We can see from these figures that as the UK comes out of recession traffic levels have risen, speeding appears to be becoming more prevalent and regrettably casualties are rising again. The government and

police forces cannot afford to take their eye off the ball and more visible policing is, in our view, the key way to ensure that people don't think they can get away with speeding."





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WORDS *by* CHRIS POLLITT

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PHOTOGRAPHY *by* BRUCE HOLDER

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# TWO INTO ONE *DOES* GO...

*The Plus 8 has always been the benchmark of speed and power within the Morgan range. Back in the day though, that meant very different things – it wasn't always the perfect all-rounder it is today.*



**“So why is the modern version so focused on pace? Simply, it’s because as the years have gone by and as the range of Morgan cars has evolved and developed, so has their ability to thrill and excite”**

**L** Looking at the modern interpretation of the Plus 8, it’s easy to see how serious it is in terms of it being a piece of engineering. It maintains the classic aesthetic, albeit with a slightly more muscular edge, but under that familiar visage lays the chassis and power plant of a dedicated supercar. It’s a true wolf in sheep’s clothing and, because of that, it’s going to go down in the automotive history books as one of the greats.

But what makes it so great, and what makes it deserving of the name? Well, as we all know, the current Plus 8 is based on the Aero platform, which means the standard steel chassis of the ‘classic’ range of vehicles is no longer present. Instead, it’s a modern concoction of bonded aluminium and

fully independent suspension. It’s a base on which massive brakes, wheels and tyres can be happily employed in the name of road holding and grip. It’s also a platform that can happily swallow eight cylinders of brutish BMW V8 power along with the associated manual or auto ‘box’. It’s a car that’s been built with speed in the forefront of the designer’s mind, whether or not the owner/driver chooses to utilise that is at their discretion – whilst it’s built for speed, a happy by-product is the Plus 8’s willingness to simply be a cruiser, just like the original was back in the late ‘60s.

So why is the modern version so focused on pace? Simply, it’s because as the years have gone by and as the range of Morgan cars has evolved and developed, so has their ability to thrill and excite. A new roadster runs a 3.7





**Above** The original Plus 8 had to be treated to sporty accessories after it was completed, should more speed have been a must. Slot mags and exhaust manifold are just the start!

**“That’s where the Plus 8 came in, it carries on its muscular shoulders the responsibility to satisfy a desire that for some, may have been present for decades”**

Cyclone V6, which at 280bhp is more than capable of making light work of any threat from a classic Rover engined Plus 8. Even the Plus 4, with its direct injection 2.0 engine is able to give the old Plus 8 a run for its money – it’s simply automotive evolution in action.

That sets the tone for the modern Plus 8; it couldn’t just be a car that was a little bit faster than the rest of the range, it had to be a car that would blow the traditionally built cars clean into the weeds. It also had to be a car that would be able to happily satisfy the buyer. Many people who find themselves investing in a new Plus 8 have grown with the idea of that car being the pinnacle of the Morgan range. Yes, the Aero Coupe and Supersport were there too, but despite their shared aluminium underpinnings, they represented ➤



a different side of Morgan, a side to bring new faces into the Morgan fold. They were there to shock and inspire, not nurture one person's lifelong love of the brand. That's where the Plus 8 came in; it carries on its muscular shoulders the responsibility to satisfy a desire that, for some, may have been present for decades. It had to be spectacular, not just a V8 Morgan. Thankfully for all concerned, spectacular is something it does with aplomb.

Back in the day, however, when the Plus 8 was a new car on the market, it was a different beast altogether. Despite only being available as a manual, and despite boasting a V8 engine, the Plus 8 wasn't marketed as a speed machine, it was simply a grand tourer – a car to soak up the miles and offer the driver a reward of speed and pace greater than the other cars in the Morgan range. It wasn't a world apart from its smaller capacity siblings though; in fact, it had more in common with them than you'd think – the V8 was the main difference.

**“That's where the Plus 8 came in; it carries on its muscular shoulders the responsibility to satisfy a desire that, for some, may have been present for decades”**

The red car you see here belongs to John Beskeen, and it's a near-perfect example of how an original Plus 8 should be. Built in 1969, it's one of the first to carry the Plus 8 name and after a quick look around it, especially when compared to its younger brother, it's evident to see that speed and outright automotive aggression are not at the top of this car's modus operandi. On arrival at the photo shoot, John's Plus 8 rolled through the gates with no fuss, no noise and no drama. It was quiet, subdued and civilised – a gentleman's car. This made for a stark contrast when considered alongside the modern Plus 8 – a car that whilst beautiful, seems to take pride in shouting and snarling. It looks classic, but it wants you to know it's full of bark. ➤







**Below** The modern Plus 8 is the embodiment of both speed and grace. The 4.8 V8 will hustle along at breakneck speed, but it can be calm and sedate, too.



John's car is the opposite of that. It's the well-armed protagonist that knows it can shout and bark, but it also knows that it's very rarely the time to do so. It doesn't even want to be seen, it just wants to cruise and read John's ears with a throaty burble should his right foot dictate it's required.

It's still a driver's car though, with a manual Moss 'box ensuring that the covering of point A to point B is an involved escapade. It's a driver's car of the time though, not what people call a driver's car today. That term gets bandied about and attached to anything that's out of the ordinary or a little raucous – that's silly to us, because that's not driving, that's working. A true driver's car involves and engages, it doesn't strain and stress.

Looking over John's car, occasionally glancing back at the 64-plated interpretation we brought along, we can see the appeal and we can see why the Plus 8 name has become a mainstay in the world of Morgan. It's got power on tap, it's got the looks and looking at it from a 'here and now' point of view, the extensive rebuild some five years ago has also served to give it nostalgia and presence, the latter being something any Plus 8 should have.

We weren't wrong to think about a Plus 8 having presence, it's a big part of the car's character. However, if that wasn't enough for you back in the late '60s/early '70s, what were your options? There was nothing above the Plus 8 in the Morgan range, so where did one go if one craved more power? ➤

**"John's car is the opposite of that. It's the well-armed protagonist that knows it can shout and bark, but it also knows that it's very rarely the time to do so"**

**Right** Classic Plus 8 in standard guise is by no means a slouch, but high-speed antics were never on its 'to do' list.















It was on that musing that we were abruptly, loudly and intrusively introduced to what a person would do if speed mattered over all else. There's a lot to be said for the sensation a true petrol head feels when they hear a V8 bark into life. When it's a V8 with downdraft carbs, snarling exhausts and very little concern for what reaction it may provoke, it's quite a moment. It was a moment brought to life by Tony Taylor's red Plus 8 the antithesis of all that John's preserved and original is.

First of all there's the red paint; bold and eye-catching, this car grabs your attention from the off. The slot mag alloys, rare on a Morgan, further hint that this car is something different from the norm. Then there's the engine, a V8 that knows what it is and doesn't want to be anything less. This is not a V8 that will sit and burble quietly, this is a V8 that wants to scream and shout. It wants you to punish it; it wants you to work it. It wants to bellow loudly and unashamedly through the custom manifolds and exhausts, and it wants to suck up as much air and fuel through that spectacular bank of carbs as is physically possible – it does not want to hear about miles per gallon or emissions. It doesn't care.

Red is the appropriate colour for this monster, because if John's car is pure and honest, this sucker is simply evil. It's built to head-butt the horizon, to spin the rear wheels, to be punished. It is the aluminium and ash embodiment of what a fast, original Plus 8 would have been, at least if you were trying to achieve the same kind of thrills that can be offered by the modern version. >

**"It wants to suck up as much air and fuel through that spectacular bank of carbs as is physically possible - it does not want to hear about miles per gallon or emissions. It doesn't care"**





**"The two classics are what they are, and they're all the more beautiful for it.  
But the modern car truly is the best of both worlds"**

It's at that point we find ourselves going full circle, coming back to the black and red BMW-powered car at MOG's disposal. We spent the day with John and Tony's respective Plus 8s and we found ourselves falling for them, albeit in different ways. But then, as time went on, we found we were pondering what we'd take from one and put on the other, what we'd do to make the perfect Plus 8, which left us looking at the new one with a now knowing, wry smile on our face.

The two classics are what they are, and they're all the more beautiful for it. But the modern car truly is the best of both worlds. We're not saying buy one over a classic – for a great many of you, the classic has an appeal that simply

can't be overcome by being modern. What we are saying, however, is that the modern take on the Plus 8 doesn't exist purely to add another name to the brochure, it exists because it is the perfect evolution of the Plus 8 name. Morgan could have simply put a V8 in something and had done with it, but they didn't. Instead, they produced a considered, thought out machine that can still roll with the modern punches whilst managing to retain the occasion and positive stigma that comes when you hear the name Plus 8. Crucially though, it serves to retain the iconic nature of the name, rather than simply drag it out for marketing or sales purposes. It is a Plus 8, through and through – it's worthy of no other name. **MOG**



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# SEVENTY YEARS YOUNG

*Gathering at the Morgan factory in Malvern, for the 70th time, is the Morgan Three Wheeler Club. Hundreds of members went to see the recreation of a photograph taken at the first ever Club meet – with seven of the original cars. Invited to the celebrations, the MOG team took in what is an historically significant occasion, and considered the importance of being old...!*

W

Withstanding the test of time: to be well regarded and respected. It's a phrase we hear often, especially when it comes to Morgan. However, is there really merit to simply existing longer? Morgan has been going for over a century, and the Three Wheeler Club has reached its 70th anniversary, but what does that mean?

Well, you don't have to look far to understand that the Test of Time is one that, if survived, usually means you've got something strong, successful and well loved.

Sometimes a company strikes upon something so perfect it can remain essentially unchanged for decades.

Take the Fender Stratocaster, for example; designed in 1954, it's still produced today and is regarded by many to be the perfect electric guitar. The Swiss army knife is another, first produced in 1890. Or, looking towards the automotive side of things, the VW Camper – which wasn't even a particularly reliable design at the time – but it's still produced, albeit not in Germany, purely due to people's love for it. ➤







Morgan three-wheelers were good, solid designs that performed well and endeared themselves to many. At the time of their launch, and for many years following, they were perfect first cars. Accessible, cute and fast, they tick all the boxes of iconic design and, after something of a long hiatus, have returned to production.

Keeping the spirit (and cars!) alive over the last 70 years is the objective of the Morgan Three Wheeler Club, one of the oldest motoring clubs in the world. Starting out in 1945, the Morgan Three Wheeler Club (MTWC) has been a stalwart of the Morgan community. With both a strong social aspect, and sporting side, the club has flourished. Attending the Morgan factory for their Annual General Meeting for 70 years is an unbelievable feat, and one that we're sure can't be matched by many other car clubs.

To celebrate, the MTWC set out to recreate the original photograph taken at the inaugural factory gathering. Speaking to the club's archivist, Jake Alderson, we learned that the original photo was taken when the factory had been partially used for making munitions for the war effort.

For midday on the Saturday of the AGM, 19th September, the MTWC had managed to gather seven of the original cars as seen in the photo – an incredible achievement. Thanks to the tight-knit community and restoration skills, these cars haven't just survived, but look fantastic and drive better than ever. ➤

## AOP9 JIM BAKER AND STEVE LISTER

Steve Lister's 1935 Matchless MX4 Super Sports is a beauty. Steve tells us more about the history of the Mog: "She was one of the Morgan Motor Company cars on the show stand at the 1934 Motorcycle Show. Originally, she was black with red upholstery and chrome wheels! Restored in 2008, after some 40 years off the road, it's now looked after by Jim Baker who uses her very regularly. The restoration was to original specification using many of the original parts, but silver wheels not chrome.

"We have records of owners back to the 1950s. One owner, Alex Feargrieve, who now lives in Canada, visited family in the UK last year. He came to see us and drove the Morgan again!"







### JY1118 JOHN AND LOUISE WILLS

John and Louise headed up from Leicestershire in their Matchless-engined Aero – and they were sporting period dress! The red Matchless heads matched with the red wheels caught our eye.



### OJ 2213 LARS DOREN AND LENNART NILSSON

Lars' 1932 Aero was, according to the MTWC registry, owned at the time of the inaugural meeting by E. Moore who is believed to be the publisher of the Bulletin (MTWC magazine) at the time. It was then owned by just two others, before going to Ohio, USA in 1984. In 1994, it then went to Sweden for a few years before being owned by Lars, so it's certainly been around!

Lennart Nilsson travelled down with Lars: "After travelling more than 2,000 miles with trailer, having four overnight ferry crossings and spending around £2,000 together it feels good to be appreciated in the picture. We both thoroughly enjoyed the AGM this year. The weather was perfect, too!"





The convoy of classic Morgans made their way to the front of the factory to line up, but 70 years on, things are a bit different. First, there's now a pavement, which took some manpower to get the rear wheels up the kerb. Second, there's a bit more traffic than there was back in 1945!

With some ad hoc traffic management, the three-wheelers and owners were in position. The traffic stopped, people pulled over to look, on the opposite embankment club members and passers by all took out their cameras. There was a sense of occasion; a sense that not only have these little Mogs endured, but so has the factory – both against the odds – and here we had both the cars and the factory, much the same as they were in 1945. ➤

### GXW330 PHILIPPE MENIER

This 70th anniversary celebration has attracted three-wheelers from all over. Philippe travelled from France with his bright red JAP engined Aero, complete with rear-mounted spare wheel, not something you see very often! With Philippe's car being at the front of the pack, it's fantastic that he could make the occasion.





## FK2334 AND FK2113 BRIAN CLUTTERBUCK

This particular car used to belong to a founding member of the MTWC, George Evans. Brian, current owner of the car, tells us more:

"George owned FK2334 from about 1933 until his death in 1977. He had a younger brother, Derek, whose car is here, too [FK2113]. The Morgans were their everyday cars, used throughout the war and everything.

"As you can see, they clearly grew up with them. Much like someone might have a Mini and add 'go faster' bits to it, George and Derek did the same thing. There's absolutely no reason to have twin dash lamps, for example, but George had them! It all works, too, even the clock and the temperature gauge – things that Morgan would have probably not normally considered because of the expense.

"Unlike his younger brother, George was a very staid bloke – smoked a pipe, worked in an office, drove the car sedately. Derek, however, was a boy racer! That's why his is a totally different car – a Blackburn overhead valve, in fact.

"George's car originally had a Blackburn side-valve, which I still have, but when Matchless introduced its new engines in '33, the first thing he did was get hold of one and get it fitted. As far as he was concerned, it was the best engine ever. It had totally enclosed valve gear for a start, which was a big selling point.

"He'd go on holiday to Cornwall at least twice a year in it, too. He was just a good bloke who loved his Morgan, and I can't say I blame him really!

"As for me, I still use it properly. It's been over to Germany, to Holland and to France. I've had it since Derek passed away, which would be 2001. It was just like this when I got it, as you can imagine. I'm certainly more of a custodian of it rather than 'just' an owner. It's got hard-earned patina and it wears its years proudly, which you can't fake. Plus, it starts on the starter and gets me where I want to go! The Evanses always had starters fitted to their cars and they always made the first job a conversion to 12v power. They wouldn't suffer any of this silly winding of handles to get them started!"

"Today has been great. I've been associated with Morgans since I was 17, so to come to a meeting like this and be part of something so special is a great thing. Plus, it gets the cars out in the sun!"





It was clearly an important moment for the club, as Richard Atherton, the club's AGM organiser explains, "It's such a busy, vibrant club, and it's not surprising to see so many people get involved with this event. The photo recreation has such historical significance." Taking a glance around confirms this; the factory is bustling with people. Both the car park and the road adjacent were swamped with vintage Morgans, and the factory restaurant area had been converted into a spares fair, packed to the hilt with all manner of odds and ends. **MOG**



## OC9821 COLIN TATLOW

I've had this car about ten years; it was like this in terms of colour when I got it. We've done things to it, though; it has a new Merlin crankshaft and we've had the gearbox out and done things there – basically since we've had it there have been things done to the mechanicals.

I wanted one because my father had one, years and years ago. I've got this one and I've got a Grand Prix as well, so there's a lot to keep us busy! If it's a sunny day, we're out in one of them, though it's usually this one. It's lovely, and so we try to make sure we get some proper use out of it.

As for the picture, it was quite emotional to be involved with that, yeah. I didn't expect that, but there were so many people taking pictures and trying to capture what was done originally, it was just great to be a part of it. I was pleased so many people came along and, of course, that so many of the cars from decades ago still survive. A great day!







## A NEW GENERATION

Although dominated by the three-wheelers of old, the club has a new member, the revived and revamped M3W – or the five-speeder as it's known in the club. It's been out for four years now, but it's very much the new kid on the block, at some 60 years younger!

It may be new, it may be shiny, and it may be huge in comparison to the originals, but it's still a Morgan and it's got three wheels. It may have had its naysayers, but the club is thrilled to have a modern counterpart to their line-up. Garage 56, a Morgan-tuning company, were invited by the MTWC to display their products at the factory meet.

Yes, many things are the same at Morgan, but that's not to say there isn't cutting-edge innovation, too. The engineering team behind Garage 56 is proven in international motorsport design (including Formula One, Le Mans and World Touring Cars) and manufacturer backed niche vehicle projects.



Terence Goad, of Garage 56, brought along a tuned 3 Wheeler, and explains how the company approached the soon-to-be released Stage 1 package, "We apply the same engineering capability and attention to detail to these upgrades as we do to the Formula One and Le Mans projects."

Event organiser, Richard Atherton, explains why he asked Garage 56 to the event, "I feel that it's important to accept and integrate the new cars into the fold, they're 3 Wheelers! It's as simple as that, and they're welcome in our club."

The modern 3 Wheeler is different in design, feel and target market, but the essence of the original is still there. It may be a distant cousin, but it's still very much family. With new blood and the MMC looking as strong as ever, there's no reason to doubt the club won't be back in another 70 years!





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CONCEPT

# MORGAN A4W

## OFF THE BEATEN TRACK

**In this new series, MOG is putting Morgan's Head of Design, Jon Wells, to the test. We've charged him with the task of coming up with Morgan-influenced designs of existing vehicle types. This month, he's taking things off road!**

I

It's no secret that Morgan is a traditional company in terms of its core products and designs. There's a theme that runs throughout the range of vehicles, especially within the 'classic' range with the 4/4, the Plus 4 and the Roadster. The 3 Wheeler again embodies an aesthetic that is in keeping with the traditional feel and appeal of the company, care of its wooden frame, wire wheels and method of manufacture.

Yes, the Aero cars, with their bonded aluminum chassis and more contemporary lines and features are a break away from that, but they still hold true to the feel of a

Morgan product, and it's that which served as a catalyst to this very feature.

If Morgan can successfully design and build a modern interpretation of its own product, care of the Aero cars – the most notable being the new Aero 8 – what would happen if the creative floodgates were opened up and the freedom was offered to take on vehicles designed for other motoring disciplines? What if, and this is the exciting part, Morgan was charged with the task of designing an array of vehicles of all shapes and sizes? Well, that's exactly what we've done here. >

Now, before you go waving your chequebook about, we must point out that what you see here will only (unless a wealthy beneficiary pops along) make it as far as paper. The purpose is simply to see what Jon Wells, who serves as the giver of visual genesis within Morgan, can do when set free with his crayons. Excited by the prospect, we'll hand you over to the man himself...

"I was approached by MOG magazine to see if I was interested in designing a series of concept vehicles. The idea was that they would be vehicle types unlikely to be produced for the real world, but that utilise Morgan's design attitudes and approach.

I was excited but also a little apprehensive! Firstly, to generate a well-resolved design is often not a quick process. There are many stages of evolution before a concept can confidently be proposed. The initial sketches that will feature here over the next 12 months serve to show a starting point or a suggestion of where a design could go.

In exploring this, I quickly realised that this is an ideal platform to demonstrate the core strengths of Morgan's design philosophies. The challenge of reinterpreting all the aspects that we as designers and engineers consider important on a Morgan onto a boat, a motorbike, an aircraft or another vehicle type is wonderfully exciting and provides a great opportunity to stretch the wings of creativity! With that in mind, it dawned on me – every other manufacturer seems to have a thing for doing SUV's, right?"

As you can tell, Jon is pretty keen to put his 2B to use and show us just what the influence of Morgan's design philosophy can bring to an array of vehicles. This month, it's going to be something that will be more familiar with a thick coating of mud rather than wax, care of a sports utility vehicle.

It makes sense that this is where we should start. After all, not only is it a popular style of contemporary vehicle, it's also a market that Morgan is less alien to than you may think. Okay, so there's never been an off road Morgan in an official capacity, but that's not to say Morgans and being away from the beaten track don't actually go hand in hand. Intrigued? We know we are, so let's go back to Jon.





# THE MORGAN A4W

With the recently launched Bentley Bentayga, the Jaguar F-Pace and Land Rover's continuous 4x4 dominance, it seemed fitting that Morgan's answer to this growing trend should be addressed. However, of the 12 vehicles I am planning to explore for this feature, this is the one that I was most anxious about. How can you possibly stretch the elegance of the delicate Morgan sports cars over the muscular proportions of a 4x4? I found my answer lay in carefully selecting the attributes of Morgan design that would remain prevalent regardless of size.

Finding a starting point wasn't difficult. In fact, as many of you will be aware, Morgan history is steeped in mud! Classic car trialling has existed since the 'classic cars' were, in fact, just 'cars'. Rumping your road car around a field, over rocks and up steep muddy climbs has been a sport Morgan has dominated for years. These ultimate vehicle and driver durability tests lent themselves well to the lightweight, high-powered RWD sports cars, and this was to be my inspiration. If I was going to do this, it would be a vehicle with true purpose, not just for the Chelsea school run!

The Morgan A4W (All 4 Wheels) takes a much less serious approach to the SUV marketplace. Its rearward positioned cockpit, long bonnet, open top, short wheelbase and forward stance are ready for a spirited countryside attack... and I want it to be predominantly rear-wheel drive.

A BMW inline-6 powers the rear with 340BHP, whilst a further 40HP is delivered from the supporting KERS-type electric motors within the front wheels, ideally to offer a little more control on the really slippery stuff. ➤

**JW15**  
CONCEPT





Morgan has always been an environmentally friendly company and I didn't want to defy that with another heavy gas-guzzler. The ash wood frame and coachbuilt thin aluminium body are very important in a lightweight Morgan, but here the latter is also to allow for quick and simple dent removal! It is only the chassis that is much further advanced in the form of an aluminium space frame.

But how to style a Morgan 4x4? There are some simple rules when proportioning a 4x4, most of which are discovered in the initial 'thumbnailing' process. Here quick scribbles unearth ideas for proportion, graphics and overhangs. Morgan's short frontal overhang naturally lends itself to a decent incline approach angle - important when faced with rising and falling terrain. The rear has to be shortened somewhat too, for the same reason. We have to add

an effective ramp angle beneath the body, and some wheel arch clearance. Add in the classic British coke bottle proportions and we have a strong starting point.

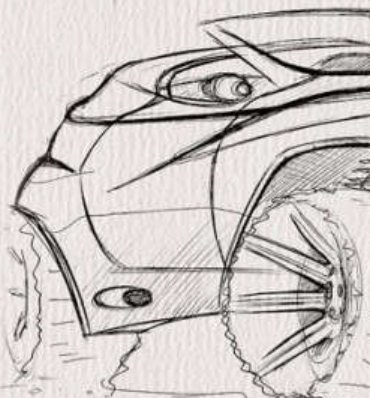
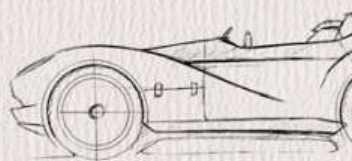
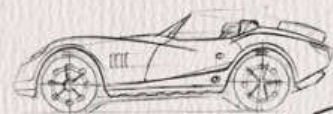
I presume this car to sit between the cross over and full SUV territory which helps maintain a streamline proportion. The lines of any Morgan, whilst curvaceous, are subtly resolved to ensure they still carry speed and tension despite their inflections. However, with the increase in body height, I have taken to breaking up the side of the body with a deep rock sill and a shoulder/bonnet line borrowed from the new Aero 8, to ensure the car still appears visibly fast.

The additional two-tone colour break also visually slims the car down. The Morgan wings themselves already accentuate the wheels of the car and my approach here was to simply 'inject them with steroids' and add some 'muscle'.

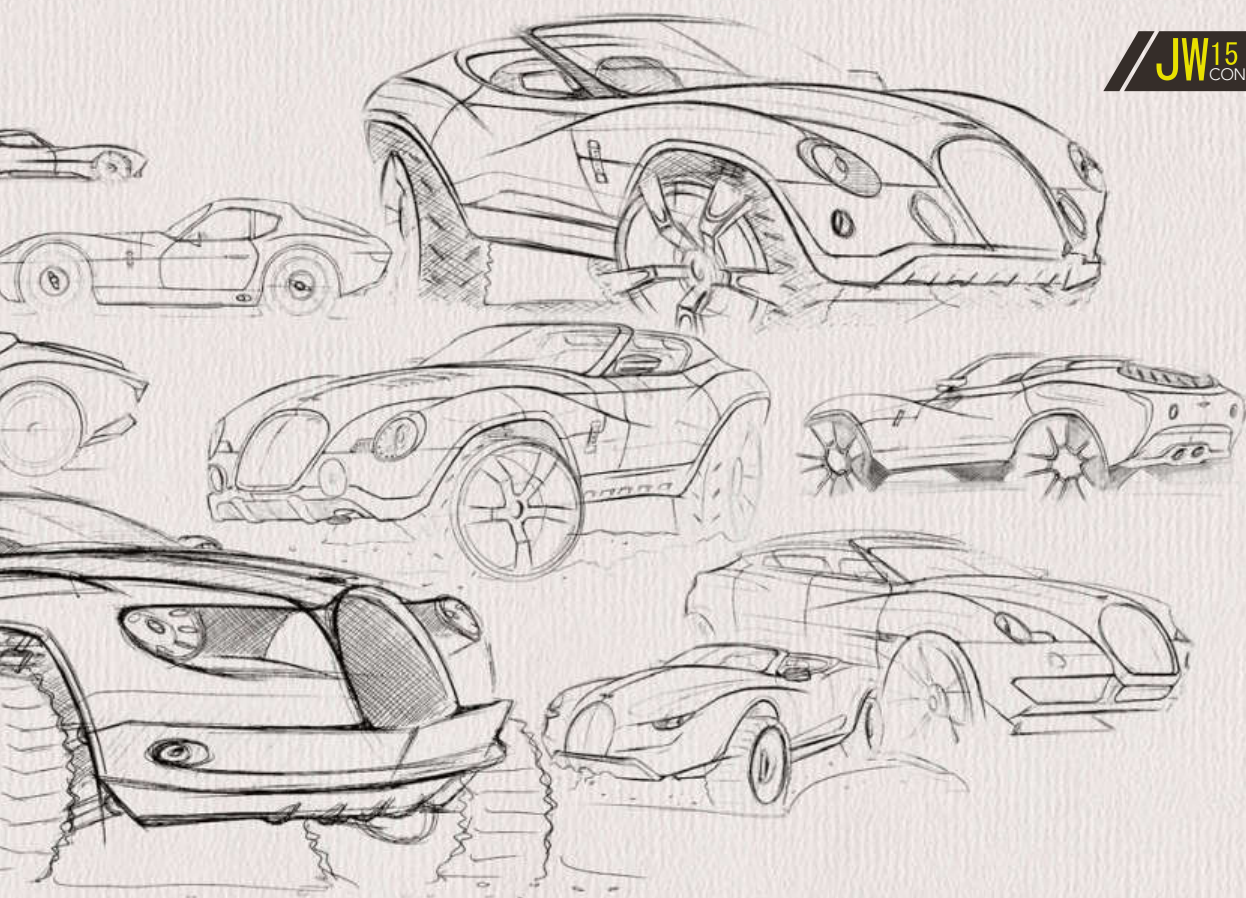


Moving toward the front, the 'face' of any car carries its identity. There are some defining design attributes apparent in all Morgan cars. The round lamps and separate oval cowl, for example, are a must in my eyes. Note the addition of the suggested over riders, Aero 8 wing mirrors, ARP4 spot lights, optional fly screens, louvered and centre-opening bonnet and Plus 8 Speedster coloured towing eye.

Toward the interior, a salute to the roll hoop of the Aero Supersport surrounds the leather and wood trimmed cockpit. Here, toggle switches, mohair grab handles and





JW15  
CONCEPT

real wood finishes provide a luxury yet tactile experience one would expect of a coachbuilt Morgan.

More styling cues are borrowed from the new Aero 8 toward the rear. Beyond the Lancia-esque lights and ARP4 exhausts, a large beetle-back boot lid houses the mandatory spare wheel. Although, for a small cost, why not option the extra 'dickie' seats and bring the family along too? For the less courageous, it is here that the mohair hood is stored away, and your journey is transformed into a much more civilised affair.

I hope that beneath the bulges and rather (comically proportioned) mud tyres, the essence of Morgan proportioning, detailing and character has remained. I certainly like to think that if Morgan did an SUV such as this, it would provide one heck of a unique motoring experience... just as it should.

So, there we have it then, the Morgan SUV. What do you think? As far as the MOG team is concerned, we're scratching around the office in a bid to find the money to get it built! The thought of a truly unstoppable Morgan is just too much to resist! **MOG**

## NEXT MONTH

We're sure you're all loving Jon's take on an SUV. The only question is, what will he come up with next? You'll have to pick up the next issue to find out, but as a clue, let's just say it's a good job wood floats!

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# On The Record

with JAYNE JONES



## Why is a solid winter social so important to Morgan?

Most companies only focus on fair weather events. Morgan, however, opts to be on display all year round. We speak to Marketing Manager, Jayne Jones, to find out why?

As we all know, the summer months are filled with events catering to those of us who have a love for all things motoring. For many manufacturers, this is a great opportunity to get their products in front of the masses to not only generate interest, but to also generate those all-important orders. Come the winter months though, and most hide away.

That's not something Morgan does, in fact, despite the company's cars having a distinctly 'summery' appeal, the decision has been made to be a key name at events throughout the year, come rain or shine, come shorts or scarf. Why go to all that effort though? We speak to Jayne Jones to find out why.

### **Morgan always has a big presence at events, why is this so important?**

It is all about brand awareness, there is no substitute to looking at and sitting in the car. It's a sensory experience, the smell and touch of the leather, the finish of the paint, running your hand down the curve of the wing.

Most people have heard of Morgan but it still lets people know that we are very much thriving in a competitive market. We do boast a loyal band of customers and Morgan enthusiasts, and are well regarded amongst petrol-heads but the size of the business is small and our marketing budget reflects this so we choose our exposure at events very ➤





wisely to get the best 'bang for our buck', we have to get out there and be seen...

**Obviously the summer months are hectic, but why do you put such a heavy push on being at winter events too?**

The UK is the biggest market for convertible cars in Europe, production has to continue at high levels throughout the year. Winter events give us an opportunity to push the brand, often to a different audience outside the motoring world, the event season now runs throughout the year and healthy UK sales reflect this commitment.

**Which is the key 'off peak' event for Morgan?**

The first 'off peak' event and biggest in the event calendar is the Geneva Motorshow. It is our aim in 2016 to debut some new and interesting additions to the Morgan range.

As one of the biggest automotive shows of the year it is vital to showcase our latest line up on a world stage. At the end of this year's (2015) Geneva Motorshow I started planning next year's. There honestly isn't a moment to breathe when it comes to

putting our calendar and associated commitments together.

**What sort of impact does a constant event presence have on the business?**

The shape hasn't changed on the traditional range but the quality, finish and technology is constantly improving, so speaking with potential customers gives the opportunity to boast these improvements with the aim to stimulate sales, and with tangible results in sales generated from attending various events we have to keep this momentum going.

**Do you ask to be a part of said events, or do you get invited?**

We are often invited to attend motoring events due to the fact that we are unique and iconic. We can offer so much more appeal than manufacturers of sterile, mass-produced cars that can be seen in any new car showroom in any city.

We are moving more towards lifestyle events promoting the brand to a fresh new audience of potential customers, these events are carefully selected on the quality, not quantity of the visitor. Basically, those who can best appreciate why to invest in a new Morgan.

**What do you aim to display - is it the newest cars, development stuff or simply whatever suits the event?**

Events are very carefully selected and the cars on display reflect the type of audience attending, with the main focus on displaying the latest lineup, including traditional variants, M3W and soon to be shown, the new Aero 8.

This showcases the diversity that Morgan can offer. Pre-development vehicles are also presented to gauge interest prior to a production run, for instance after showing the model of the new Aero 8 at the Geneva Motor Show this year, we have now secured almost 80 orders prior to build.

**It must be a stressful time to arrange these things, but on the whole, is it worth the effort?**

With over 100 events to manage this year including open days at the factory there can be an element of stress often going from one crisis to the next! However, is it worth the effort? In a word, yes! When I see a new Morgan customer driving down the road with a big smile on their face my job satisfaction goes off the scale! **MOG**



# Can't get enough Morgan news and information?

Then the answer is at hand with the launch of MOG In Depth



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# Supply Heroes

GKN DRIVELINE



## Top of the Line

Companies that supply Morgan range from very small local suppliers, to huge global companies. Although very different businesses, all Morgan's suppliers have to be able to cater for niche, small runs of products made to the highest standard. GKN Driveline are a massive worldwide company, but one that's perfectly capable of providing equipment for those on a smaller scale. We speak to GKN to find out more about a business that dates back further than you might think...

### Where did GKN begin?

GKN marked its 250th anniversary in 2009, celebrating a heritage that reaches back to the dawn of the Industrial Revolution. Today's GKN, which covers a huge spectrum of industries and technologies, has its roots in an ironworks that was set up in the small Welsh community of Dowlais, in 1759.

Thanks to the pioneering vision and spirit of invention of the people who led the company in its

early years, in particular Thomas Guest, the Dowlais Ironworks went from strength to strength, gaining worldwide recognition for excellence.

In the mid-19th century the introduction of the Bessemer process paved the way for steel production and, once again, Dowlais was in the forefront of innovation, forging international business links and, in 1857, opening the world's most powerful mill.

**NAME OF COMPANY:**  
GKN DRIVELINE

**CHIEF EXECUTIVE:**  
PHIL SWASH

**LOCATION:**  
REDDITCH

**LINK WITH MORGAN:**  
SUPPLIER OF DRIVELINE  
COMPONENTS

From there the company made many business acquisitions and began producing nuts and bolts and powdered metals, eventually evolving to include automotive drivelines.

### Tell us about your company's Driveline department:

We design, build and supply the most extensive and widely used range of driveline components in the automotive industry. We cover every application from entry-





level front-wheel drive vehicles to the most sophisticated four-wheel drive vehicles.

As an engineering business with extensive automotive experience and a global resource network, we work on delivering solutions quickly, economically, and efficiently – from drawing through to full-scale production.

**What is it you supply to the automotive market, and Morgan in particular?**

We develop, build and supply an extensive range of automotive driveline systems – for use in the smallest ultra low-cost car to the most sophisticated premium vehicle demanding complex driving dynamics. For Morgan we supply premium driveline components, making up the bulk of mechanics between gearbox and axle, for all models.

**Where are you based?**

GKN has more than 56 locations in 22 countries. Our UK base is in ➤

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Redditch, not far from the Morgan factory. We have research and product development centres in strategic locations around the globe. It is staffed by teams of engineers, designers, and automotive production experts, where we carry out on-going research programmes designed to keep GKN Driveline constantly at the forefront of automotive technology development.

#### How do you ensure consistent quality across such a huge range of products?

Every new part is designed for ease of manufacture, as well as performance and durability in use. Every new design we produce takes full account of the latest developments in materials and technology, too.

We have plenty of test rigs and proving grounds, where the performance of individual systems can be validated under the most demanding in-service conditions.

Our facilities include: a complete vehicle proving ground at Tochigi in Japan test rigs at Lohmar, Germany; Tochigi, Japan; Bruneck, Italy and Auburn Hills, Michigan, USA. We also rent winter test tracks in Michigan, USA and Arjeplog, Sweden.

#### What's the future for GKN?

GKN has developed new electric "torque-vectoring" axle technology that will make the next generation of hybrid vehicles more dynamic. The technology will help hybrids compete successfully against conventional powertrains on performance, not just efficiency.

We believe the technology has the potential to become a standard element in hybrid drivetrains, broadening their appeal and accelerating their adoption, and could make hybrid all-wheel drive the set-up of choice for most drivers by 2025.

The new eAxle system integrates GKN's Twinster dual-clutch drive module, using it to seamlessly distribute more torque to an individual wheel to help the vehicle turn faster, greatly enhancing cornering response – this is the process called 'torque vectoring'.

We've been building the momentum towards electric torque vectoring for some time, alongside many other projects. As you can see, GKN has plenty of new technology coming through – very exciting times! **MOG**



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Jaguar XKR Supercharged, 2013, Stratus Grey, 12'313 miles, FJSH, £47,995  
Porsche Cayman S, 2011, Guard Red gloss, 20'710 miles, FPSH £34,995  
Maserati Quattroporte V8, 2010, Nero Black, 33'500miles, FMSH, £35,995  
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# Iconic Mogs



## Parisian Providence

All Morgans are special, but some hold a certain amount of historical importance that puts them a touch above the rest. Morgan attended the 1967 Paris Motor show, bringing along their shiny new Competition 4/4, a car that should have been cherished and polished in the years following, yet somehow had been left to rust and rot. Thankfully, the Paris car has been rescued from the brink, and Douglas Hallawell, who was involved in the restoration, tells us the tale:

**I** I'm sure many of you have undertaken a partial restoration of a Mog at some stage, but how many have started from scratch? In the early 1980s a Frenchman Patrick Rousseau proved it can be done and, in doing so, brought back to life

a 1967 Competition 4/4 roadster which, as he was later to discover, had made a rather glamorous debut after its arrival in Paris.

Shortly after the Mog Touraine event in September 1983, Patrick, who, as a mechanic, ran his own garage business near Tours, came

across an ad in a car magazine for the remains of a Morgan roadster that had been salvaged in a Provence scrapyard by two young lads. After making contact, Patrick was told that they had purchased the Mog's French title along with the wreckage.

It turned out that the red 4/4 had been involved in a head-on collision and such was the damage that even the solid Salisbury axle was twisted out of shape! A later assessment revealed that there were only six main salvageable items. A sorry sight and it was indeed dramatic as the outcome was later to reveal. Luckily, Patrick intervened before the two 'owners' had been able to dispose of the parts, as they had absolutely no





intention of rebuilding the 4/4.

The next step was to make an inventory of what needed replacing; in other words, everything minus the two rear wings, Wooler gear change, dashboard, its wiring loom, bench seat and rear panel for the number plate. By this stage I had met Patrick and discovered his recent acquisition. Incidentally, the Mog would have been 17 years old then and little did we know that the adventure lying ahead of us would result in a long-term friendship to this day.

**"Even the solid Salisbury axle was twisted out of shape!"**

My daily transport was a small Renault 5 and it was later to play a major role in transporting new body parts from Malvern Link. On behalf of Patrick, I took care of ordering them plus a complete wooden frame and plenty of other parts including the whole front assembly from MMC. Patrick and I then set about stripping the R5 of all its interior, minus the driver's seat. With the spare wheel conveniently located above the engine, we were able to take precise measurements of the R5's interior as well as the front wings on my 1965 Plus 4. We came to the conclusion that my R5 could theoretically hold not only the front wings, but also the bulkhead, inner

wings, cowl and crossframe with room to spare! With two roof bars in place, we reasoned that the wooden frame could easily be transported on top.

When it was all ready for collection, I turned up at the factory in my Renault. First thing was to greet Peter Morgan in his office facing the spares dept before heading for the woodshop. After checking his records, Graham Hall, the woodshop foreman, informed me that he personally had also assembled the original frame on Patrick's 4/4 back in 1967! I then proceeded to take delivery of the body parts, mechanical bits and pieces like kingpins. By the time the >

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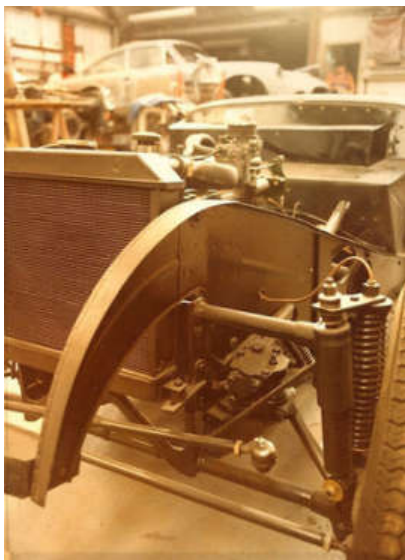
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# Vitesse



**"All who witnessed the sight of a pint-sized R5 loaded to the brim with virtually 40% of a Mog were gobsmacked"**



ash frame was secured to the roof, the operation had attracted some attention including visiting moggers from Germany who even took photos. All who witnessed the sight of a pint-sized R5 loaded to the brim with virtually 40% of a Mog were gobsmacked to say the least.

I had to dash off to catch the night crossing to Dieppe and on arrival an intrigued customs officer held me up for 30 minutes. Shortly afterwards, disaster struck the R5 ... well, more precisely, a stone completely shattered the windscreen, considerably reducing forward visibility. Somehow, the Renault monoplace made it to Patrick's garage approximately five hours and 300km later – in one piece. And fortunately, Patrick had his camera at hand to immortalize the scene. For the next few months Patrick continued his search for a second-hand replacement Ford GT engine, gearbox, axle, wheels and other ancillaries.

Those of you who have visited the factory know that you need a running chassis before starting any major rebuild of a Mog. Luckily, he was able to unearth a 1960s chassis from Savoye's bin of spare parts in Paris. In those days, even in France, you could still source a Salisbury axle and a solid steering column unit relatively easily. I would regularly pay visits to Patrick's garage during the following 16 months it took him to bring his 4/4 back to life. Meanwhile, he had managed to establish contact with the previous lady owner of his car. When he told her he was rebuilding the Mog, she replied that she didn't wish to talk about the crash in which she said her companion had lost his life.

Not one to be deterred, Patrick pursued the rebuild, and by the time it came to re-upholstering the 4/4, I had purchased a lovely reproduction Brooklands steering wheel and chromed boss from Melvyn Rutter.

It was later to provide the finishing touch to Patrick's resuscitated 1967 Mog. A very unusual and interesting item, still on the car today, is the period after-market gear lever/housing made by Wooler that did away with the flimsy gear stick that was standard equipment on a series V 4/4. This remote-control gear change was specially ordered for his 4/4 with a personalised 'Morgan' script cast in the Wooler housing.

As for the colour scheme, Patrick opted for a dark shade of blue that contrasts well with the cream leather interior. By 1986, the Mog was up and running. I was keen to test drive it, but as Patrick and his family were about to move south to St Raphael, I suggested we meet up at a later date on the Côte d'Azur. In 1988, the Morgan Club de France was organising Mog Avignon-Ventoux so we signed up together and I acted as his co-pilot. Needless to say, during the ensuing years the 4/4 rewarded Patrick with lots of fun. As far as I was concerned, I thought that was the happy ending to the Mog's rebuild. But unaware to me, there was more in store ...

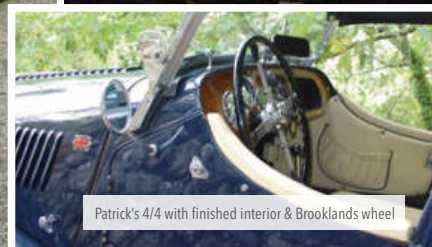
In 2007, I heard through the grapevine that brothers Xavier and Enric Romeu intended to sell the family's 1967 Plus 4 Super Sports. On visiting Barcelona's car show in May 1967, their dad Pedro came across the Mog that the Spanish dealer, Alton, had ordered from MMC for displaying on his stand. ➤



R5 shattered windscreen about to be unloaded & Patrick



Douglas Hallawell & Maurice Louche



## "We own the only two lowline Plus 4 SS Mogs in France so it was a rare opportunity for a photo of our two cars together which I didn't want to miss"

Alton specifically ordered every possible option for the show car except Selectaride rear dampers and requested a colour scheme to pay tribute to Spain's national flag, which explains the deep red upholstery and vivid yellow paintwork.

For Pedro Romeu, it was love at first sight, so he returned the next day with his wife and purchased the Plus 4 SS there and then. When I arrived to view the Mog 40 years later, Xavier and I discovered that the battery hadn't held the overnight charge. He borrowed the one from his wife's Plus 8, allowing us to fire up the Mog, which apparently hadn't run in ages. In fact, by the time we succeeded in freeing the clutch, I realised I wasn't going to make the last flight back to Paris.

Thankfully though, Xavier managed to fit in a short test drive for us. The speedo displayed a mere 27,343km, peanuts for a 40-year old Mog! Xavier then took me to his dad's stable of classic cars where some 20 cars were stocked... No wonder the Plus 4 SS had clocked up so few kilometres.

When I returned to pick up the Mog a month later, I had decided

to drive it all the way home. Near Orange, and after stopping for a pause beside a motorway toll, I was approached by a lady who apparently was the manager on duty at the toll. What followed was the customary chit-chat like "what year is your Morgan?" etc.

Surprised, she nonchalantly mentioned having once owned a red 1967 Morgan but unfortunately had written it off in the early 1980s. Then it suddenly dawned on me that I was most probably chatting with the same lady who had previously owned Patrick's 1967 Competition 4/4... Next thing I knew, I had decided to detour towards St Raphael and - yes, you guessed it - to look up Patrick.

Taken aback by what I told him regarding my fluke encounter on the autoroute, he confirmed that she lived in a town in the region of the said toll! What a pity he hadn't been there instead of me... Before setting off from his home the next day, we aligned both our 1967 Mogs in his driveway for a souvenir photo. On my way back to Paris, I decided to pay Maurice Louche a quick visit to show him my Plus 4 SS. To this day, we own

the only two lowline Plus 4 SS Mogs in France so it was a rare opportunity for a photo of our two cars together which I didn't want to miss.

Three years later, exchanging emails with Gerry Willburn in California, I casually mentioned B1445, Patrick's 4/4. Referring to his database, he informed me that Patrick's car was the red 4/4 displayed by Savoye at the Paris Motor Show in 1967. Talk about coincidences! This inevitably led me to phone Patrick and spill the beans on this interesting episode of his car's history. My advice, of course, was that he request a factory chassis record of the Mog's specs which he did. It also confirmed that his 4/4 had been specifically ordered for the Parisian Motor Show, in likewise manner to the Plus 4 SS displayed by Alton in Barcelona.

The end to this story is that my very first Morgan was also a 1967 series V 4/4 (B1403) which explains the soft spot I have for Patrick's 4/4. In 2010, Lorne Goldman contacted me about a request for info on a 1967 4/4 that a certain Enric Pineyro in Barcelona had purchased from a French dealer at a classic car show there. Well, believe it or not, on exchanging emails with Enric, I discovered he was the current owner of B1403, my first Morgan! **MOG**



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NAME:

**Ian Weaver**

MY JOB TITLE IS...

I am a technician, which of late has been more focused on the AR range of vehicles.

I'VE BEEN WORKING FOR MORGAN...

I've been at Morgan for 17 years.

I'M RESPONSIBLE FOR...

Maintaining Aero Racing race cars and I'm involved in the development of Aero Racing vehicles. It's fallen to me to help develop and understand how these cars should be built, which has been a very 'hands on' process. Stressful at times, but deeply rewarding.

# CLOCKING ON

A WORK DIARY IN THE LIFE OF IAN WEAVER



## HOW I GOT MY JOB...

After completing my initial training, the college recommended me to Morgan and the rest, as they say, is history. I've been here ever since, so I guess I must be doing a good job!

## A TYPICAL DAY IN MY SHOES IS...

My alarm goes off. I shower, have a coffee and it's off to work. It's just a 5 minute journey from home to the factory so I enjoy the benefit of no traffic jams!

Normally, I arrive around 7.30am and clock on. Recently I've been involved in

building ARV6 race cars and helping with the AR+4, and this has meant long hours due to time constraints within these projects. Whilst they're not core cars to the business, their development is incredibly time-consuming, but it's fulfilling too.



## MOST MEMORABLE MOMENT AT WORK...

Being involved in the Le Mans 2004 pit crew and winning best pit crew. There aren't many jobs where you get to do something like that while you're on the clock. Plus, it was incredible to be part of

high-end motorsport, despite being a little company in Malvern! More recently it's been my involvement in the AR P4 project. Admittedly it's still ongoing, so it's got to wait a while before it becomes

memorable! However, everything I've been through and worked on as part of its development surpasses what I've done in the past. It's been an exciting journey.

## WORST PART OF MY JOB...

Getting wet at racing! After a few hours, waterproof clothing stops being waterproof! Plus, as the "man on the tools", I often find myself on a wet floor trying to fix things under the car! Then there's the dreaded moment you find out a car has been involved in a shunt – yes, racing often means a bit of contact, but when that news comes out it just means more work for me, normally trying to remove bent metal and snapped bolts!

## BEST PART OF MY JOB...

Travelling around the country with the race team, meeting and helping other Morgan owners. The Morgan world is a real community, and it's great to be a part of that. Whilst we're all rivals when the cars are on the track, that quickly melts away when the race is over and we all become a big team again. That's a nice thing to be a part of.

## MY PROUDEST ACHIEVEMENT...

It's a combination of my home and work life. My three children, Le Mans, AR V6 race results and most recently, the ARP4 launch.

## I FUEL MY DAY WITH...

Sandwiches from the canteen! But it's okay, because the graft on the cars burns off all the sausages and bacon!



## I AM MOTIVATED BY...

Race results and the smile on customers' faces when they get their car back. Some jobs can be a real nightmare that you just want to walk away from, but when you persevere, see it through and then hand it back, that frustration melts away because of a happy customer. It's also good to put what I've learned over the years to good use when faced with difficult tasks; that's a real 'yeah, I can do this' form of motivation.

## MY MANTRA IS...

Measure twice, cut once!

## PET WORK HATE...

Sometimes it's the lack of working space – when you take a car apart it very quickly spreads out! It's all well and good having a workshop, but sometimes I wish I could clear it out completely just to work on one car!

## THE ONE THING I'VE LEARNT WORKING AT MORGAN IS...

Nothing is impossible (so my boss tells me)! If ever something tries to be impossible I just have to make it possible, whether it likes it or not!



## MY CV

- Best college portfolio for the year
- Securing apprentice job at MMC
- Helping with the very 1st Aero 8 show car
- Finishing MMC apprenticeship
- Involvement in Le Mans in 2004
- Being part of Aero racing & AR motorsport race team
- Plus 4 Babydoll builds
- AR V6 builds and ongoing development
- AR P4 prototype build and development
- Being in MOG magazine!



## UNFULFILLED AMBITIONS...

To do my ARDS test, which will put me on the ladder to get behind the wheel and race myself. Though I'll probably still be the one fixing the car, too! Still, if it means I can get out there on the track and experience the thrill of racing a car that essentially, I have built, it will all be worth it.

## SOMETHING MY WORK COLLEAGUES WON'T KNOW ABOUT ME IS....

When my birthday is, and that's the way it's staying! I'll be 21 forever!

## AFTER WORK I...

Spend time with my family. Cars and racing are a massive love, but it's nice to switch off and relax sometimes.

## MY PLAN B

Graphic design/sign writing. I did a work experience placement when I was at college and I really took to it, so I guess that's something I could fall back on! Though I still end up doing that with stickers for the Morgan race cars, but that's okay, it keeps the skills sharp!



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# PITCH PROWLER

In association with  
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A Morgan of any kind is already a rare treat, but how about pushing the boundaries of exclusivity to the limit? If that appeals, we have just the car for you in the form of this 'Le Mans 62' 4/4.

There are many iconic Morgans, a great many of which have been featured in this very magazine. Ask any true Morgan aficionado though, and there is one car that rises above the rest. That car carried the number plate of TOK 258 and in 1962 it was a class winner at Le Mans. Ever since it has been a 'go to' favourite for Morgan fans the world over, thanks to its pluck, its spirit and its seemingly impossible victory amongst a pack of arguably more capable cars competing at one of the world's most gruelling race tracks.

In 2002, to celebrate the 40th anniversary of TOK's success, Morgan commissioned the build of 80 'Le Mans '62' cars. Half would be based on the Plus 8 whilst the remaining 40 would be based on the 1.8 Ford-powered 4/4 of the time. Within 72 hours of the car being made public, all 80 were reserved – an impressive feat! With that in mind, you can begin to see how special this car is, and now, care of Pitch Prowler, you're being presented with the opportunity to own one of the 4/4 variants – number 50, in fact. Is your wallet twitching? If so, read on!

Perfect for touring, this particular car comes complete with a rear luggage rack, meaning you'll be able to bring along more than just a toothbrush and some clean underwear! Get yourself some nice matching baggage, and you'll be away. That's very much the emphasis behind this car – it's there to be used. The engine is frugal yet fun, the car is sporty yet it's not jarring and then there's the notion behind the car – it's all about getting out there and having an adventure!



The Le Mans '62 4/4 has many unique features – this isn't some quickly thought up limited edition, serious consideration and effort was put into its design. Firstly you have the badge on the rear, which clearly identifies the car. Then there are the stunning 16-inch wire wheels with knock-off centres. Only an inch bigger in diameter than standard, they actually make all the difference and give the car some real presence on the road. They're not stupidly low profile or anything though, so new rubber won't cost a fortune. Also, the chrome is in wonderful condition, so all you need to do is maintain rather than repair.





Unusually for a Morgan, the Le Mans '62 comes with a removable hard top. Obviously this offers a great benefit when it comes to being out in adverse conditions, though that's not the motivator behind its inclusion. It's an obvious nod to TOK, which also had a solid lid along with a slightly more raked windscreen, something the modern homage also has.

Now you might be thinking, "Great, but what if the roof is in the garage and I'm out and get caught in the rain?" Worry not dear reader, because there's an immaculate red mohair roof ready and waiting to keep your noggin dry. Okay, so it's not as striking as the hard top, but hey, at least you won't be getting wet!



Whilst this car is indeed a 4/4, it's from a time (2002) when that no longer meant a 1,600cc engine. Instead, the winded bonnet of this car hides a 1,800cc Zetec from the Ford stable. Wonderfully reliable, cheap to maintain and more than capable of pulling a Morgan along, it's the perfect option. Plus, when you consider the scope of the Ford tuning world, there is also a wealth of opportunity should you want to make things a bit more exciting. New cams, new management, new means of induction or even throttle bodies – they're all 'off the shelf' options. Plus, they fit care of nuts and bolts, so you can return number 50 back to standard should you ever need to.



**FOR SALE**  
£32,000

## FOR SALE

Is your automotive whistle suitably whetted? We're sure it is, because if we had the money we'd be all over this! You're probably thinking a rare gem such as the car you see here must have a hefty price associated with it. £50k? £40k? Nope, this slice of history can be yours for a mere **£32,000** – a bargain by anyone's standards. If you want to know more, Mike Duncan is your man. He's based at Hartlebury Garage and can be reached on **01299 250025**.

It's all been fairly positive so far, and rightly so because this truly is a wonderful car. However, there is a heavy caveat that some may need to consider, which is that whilst the car is yours once money has changed hands, you won't just be an owner. By that, we mean you'll be a custodian, too. A custodian of a rare car that requires ample love and care – as Spiderman's uncle said, "With great power, comes great responsibility." With only 7k on the clock, this is one of the most original examples out there, something that needs to be remembered, especially if you're considering this as an investment.





2015/16

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# Race Report

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## Class of 1985 ... and much more

It's the last day of August, it's a bank holiday Monday and it's wet and cold. This was the prospect as the Morgan Sports Car Club race meeting got underway at Brands Hatch. But for all the dreary weather this was a special day – the day that the Morgan Challenge celebrated its 30th anniversary. As with any special day, there were a number of special guests in the paddock – the members of the original Morgan grid – the 'Class of 1985' re-united. Even more impressive was the number of racers from the original grid that are still racing, and out again, with the AR Motorsport Morgan Challenge at this race meeting Katy Thompson reports.



**O**n the day there were five Morgan races in total, enough to keep everyone on their toes! With an entry list packed with regular Morgan drivers, both the Morgan Challenge races (The Peter Morgan Memorial Race and the AR Motorsport Trophy) ran with split grids, giving four races. In addition, the 'Jim Tucker Trophy' race for some of the original racers made it five in total. The famous pits and garages were dedicated to Morgans. The weather didn't improve all day and the first Morgan rain-

soaked qualifying session, for classes C, D, E and R, saw old stager Jack Bellinger (Class of '85) put his Plus 8 firmly on pole ahead of Simon Orebi Gann and Tom Andrew. Rain is a great leveller and Jack's long racing career stood him in good stead.

The next Morgan qualifying saw the faster cars of classes A, B and 'Invitation' head out to the track. Unsurprisingly Keith put his mighty Plus 8 on the pole, then came a gaggle of our younger drivers: William Plant, Billy Bellinger and Elliot Paterson rounding out row two. ➤



The rain continued and after coming out of the cosy garages, the drivers headed out for their races. There were many slips and slides across the track and the spray hampered the spectators' view of the track action at various points. Nevertheless, most cars made it safely home, drivers quite wet and some with a slightly fearful look in their eyes after such a wet race. There was some barrier rattling from a few cars, some more serious than others, but all the drivers escaped unharmed. "It's just part of British motorsport – all part of the fun!" was overheard in the paddock accompanied by a pained grin whilst others voiced their views that they had never seen so much water. Race results of the Peter Morgan Memorial Trophy, both grid races, can be found on [www.morganchallenge.co.uk](http://www.morganchallenge.co.uk)

The grid for the AR Motorsport Trophy used the finishing positions

of the Peter Morgan Trophy race. This created a great spectacle as a few quicker cars that did not finish their first race, started at the back of the grid. As the afternoon wore on, the weather improved a little, just enough that there was some 'dry-line' racing to be had on parts of the track. This was great news for the cars coming through the pack from the back. But it didn't last for long as the rain began to fall again, part way through. Yet more slips, slides and spins in both

the races led to the usual "oohs" and "aahs" from the spectators and the occasional wince as someone had a lucky escape. Again, the race results of the AR Motorsport Trophy can be found on the Morgan challenge website.

At the end of the 30th anniversary race weekend, as the cars headed for Oulton Park in Cheshire, the class leaders were: current champion Keith Ahlers leading class A, Tony Lees leading class B, Tim Ayres for







**"Most cars made it safely home, drivers quite wet and some with a slightly fearful look in their eyes after such a wet race"**

class C, Henry Williams for class D and Tom Andrew for class R. In the overall championship Keith Ahlers, Henry Williams or Tom Andrew look the most likely to win it.

### **Oulton Park**

As the series moved on to Oulton Park on the second Saturday in September after a couple of weeks recovery and drying out time, the meeting was overshadowed by the sudden and untimely death of a very

good friend of the series – Richard Gilbert. Richard had been with us at Brands Hatch wielding his camera, catching people unawares with his photos and engaging in the gentle banter we had all come to know. He is greatly missed by the 'family' that is Morgan racing.

Unusually, and for the first time in several years, the Oulton meeting had no class A cars racing and as such there was a feeling of excitement running through the quick drivers in class B and R. Perhaps this meeting would be their chance to wear the laurels?

Oulton is another of the MotorSportVision (MSV) race tracks owned by former F1 driver Jonathan Palmer. Like the others, it is superbly maintained as well as fun to race on. We were all hoping for a drier weekend of racing, but the weather gods had other ideas.

Qualifying was wet. But not to be put off, it was hotly contested by Elliot Paterson (B) and Tom Andrew (R). Tom eventually took pole position but Elliot was definitely on the pace and didn't let the weather spoil his stride. Simon Orebi Gann put his roadster onto the second row of the grid with Russell Paterson next to him. Then the rapid 4/4 of Henry Williams saw him sit on the third row with Tony Hirst in the factory ARV6 alongside.

The paddock talk covered areas such as, "Do you think the rain will stop?" to "What tyre pressures will you run at?" The former question was met with referrals to multiple, smartphone weather apps, all of which gave differing opinions, and the latter question just with a knowing smile and pieces of conflicting advice. But a few hours later and the weather gods >



smiled, the rain stopped and the track started to dry.

As the Morgans rolled onto the very long and rolling track, they wisely used their green flag/out lap to seek out the dry or drying lines and find those areas of the track that the sun hadn't yet got to and still resembled skid-pans. Lining up on the grid, waiting for the lights to go out and it was the lightening reactions of Elliot Paterson that took him storming into the lead ahead of Tom Andrew. In hot pursuit, Tom pulled back into the lead on lap two but Elliot never gave up his pursuit and didn't let Tom relax all race. Russell Paterson, Elliot's father, gained third place over Simon Orebi Gann and those top four positions stayed the same until the chequered flag. Clive Glass and Kelvin Laidlaw, further down the field, enjoyed close racing and seemed to reflect the spirit of Morgan racing. Tim Parsons, Tony Hirst and Simon Baines kept up a race-long battle, chopping and changing the whole race.

Oulton Park is a twisting track with very few long straight sections, making overtaking difficult. It also give the driver in front plenty of places to defend their racing lines. Philip Tisdall sadly became a spectator albeit with an excellent track side view when his car stopped on lap 12. Otherwise, everyone made it safely home.

Overall positions were: 1st place

TOP POINT SCORERS OF EACH CLASS

Class	Driver	Points
A	Keith Ahlers	91
B	Tony Lees	65
C	Tim Ayres	81
D	Henry Williams	94
E	Michelle Bailey	36
R	Tom Andrew	84

Tom Andrew, 2nd place Elliot Paterson, 3rd place Russell Paterson, 4th place Simon Orebi Gann, 5th place Tony Hirst and 6th place Tim Parsons. The MG Car Club Driver of the Race was awarded to Tom Andrew and the Morgan Challenge Driver of the Day was Simon Baines for his excellent piloting skills and great consistent driving.

The points position after Oulton leave the class leaders pretty safe in their positions; however, the championship positions are far from safe and it all goes down to the wire at Donington Park and who knows, perhaps to the very last race at Snetterton. Will it be Keith Ahlers, Henry Williams or Tom Andrew who takes the end of season honours? **MOG**







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# Timeline

## TURN OF THE CENTURY

In the first of our new historical series, Martyn Webb slices and dices the hundred or so years since Morgan's inception. We begin with the turn of the 20th century, examining the dawn of motoring and the birth of the world of Morgan to give us a unique overview of some of the most extraordinary engineering achievements ever witnessed.

## MORGAN FOUNDATIONS

The first decade of the 20th century saw some remarkable advances in engineering which transformed the lives of most people in Britain. Whilst the Victorian era had seen the rapid development of steam technology, the demise of Victoria in 1901 and the succession of Edward VII also marked the beginning of the dominance of the internal combustion engine.

Morgan, although not amongst the very first of the British pioneers, was, in the first decade of the 20th century, pursuing a career in engineering. It was during this period that he laid the foundations of his business which would ultimately produce one of the most iconic of all British sports cars.

The turn of the century saw Morgan at the Crystal Palace School of Engineering in Sydenham, London, in September 1899. Here he learnt the basics of technical design and mechanical engineering

as well as putting this theoretical knowledge into practice with time spent in the workshops machining and assembling engines and other devices. In 1901, Morgan became a premium apprentice at the Great Western Railway engineering works at Swindon, studying under one of the finest engineers of the age, chief mechanical engineer George Jackson Churchward.

When it came to planning a career in engineering, it was the fledgling motor industry rather than the better established railway industry that excited Harry and seemed to offer more opportunities. With financial backing from his ever-enthusiastic father, Rev George Morgan, and in partnership with his good friend Leslie Bacon, in May 1905, he established Morgan & Co, Garage & Motor Works, in Worcester Road, Malvern Link. Although this venture proved successful, as a qualified

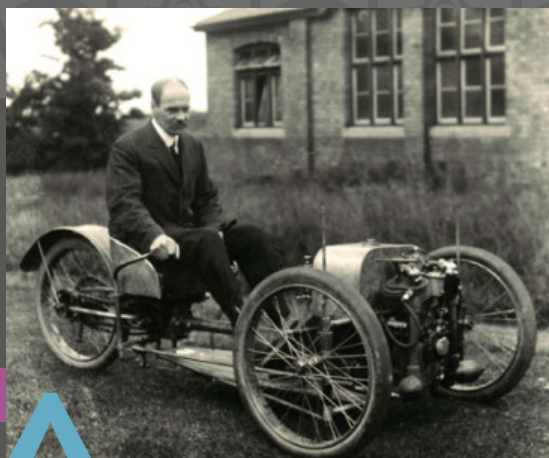
engineer, Morgan could see an opportunity to create a simple and inexpensive vehicle for the average family at a time when a conventional motor car was well beyond the pocket of most people. The first Morgan prototype was built in 1909 with the assistance of Mr William Stephenson-Peach; the engineering Master of Malvern College.

After a period of testing and development, the following year the machine was demonstrated at the Olympia Motorcycle Show in London. Morgan then progressively turned his garage into a small factory and put the 'Runabout' into limited production.

By the end of the decade Harry Morgan was committed to building the Runabout and, although the initial demand was less than he had expected, the introduction of a two-seat version, complete with wheeled steering the following year soon ensured Morgan's success.



Anerley Hill, Sydenham in south London photographed by George Morgan in 1899, during a visit to his son. In the distance is The Crystal Palace, and the South Tower in which Harry attended the School of Practical Engineering.



The earliest known photograph of a Morgan – the 1909 prototype seen outside the engineering workshop at Malvern College where it was built.



1885-1910

# THE DAWN OF MOTORING

Whilst in Victorian Britain a few visionary engineers were experimenting with primitive means of self-propelling vehicles, the most significant developments were being made in Germany. Karl Benz in Mannheim is generally regarded as creating the first practical automobile in 1886, called the Benz Motorwagen.

Meanwhile, in 1889, Gottlieb Daimler in Bad Cannstadt, a suburb of Stuttgart, built his Stahlradwagen (or "steel-wheeled car"). Development of the motor car continued in Germany, although it was the French who subsequently took the lead and started producing vehicles in considerable numbers; DeDion Bouton, Renault and Panhard et Levassor being the major players at the turn of the century.

Automobiles, although still comparatively rare on the roads of Britain in the first decade of the new century, were gaining in popularity at least amongst the privileged middle and upper classes who were able to afford this

revolutionary form of transport. For Britain's motorists, however, there continued to be a serious hindrance to the new movement. Government indifference and stifling bureaucracy ensured that those who chose to drive motors could only do so under the strictest conditions. One of the earliest champions of the motor car in Britain was the son of Dowager Lady Howard de Walden who lived in a grand house called 'St. James', in West Malvern. Hon Evelyn Ellis, who had met Gottlieb Daimler in Germany, spent in the region of £20,000 (an enormous sum in those days) supporting some of the pioneer companies. He also imported an early Panhard et Levassor motor car, and drove it without the precaution of observing the legal requirement of the day. This was deliberate, inviting the police to apprehend him with the intention of turning the inevitable publicity to his advantage, by emphasising the absurdity of the restrictive and antiquated "Red Flag" act. However, despite flouting

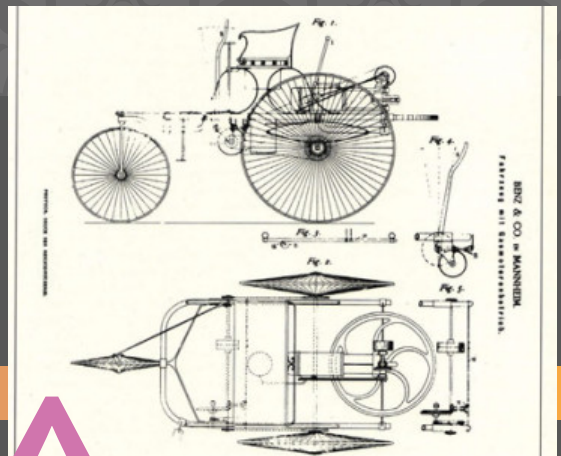
the law, Ellis, much to his frustration, was never summonsed.

When automobiles became more widespread in Britain, many drivers transgressed the stringent limits placed upon road users and were dealt with harshly by the courts. Any form of motor sport or competitive driving was likewise strictly discouraged. Britain's motor industry therefore fell seriously behind that of other European countries. Mr Hugh Fortescue Locke-King, wealthy landowner, pioneer motorist and patriot, was determined to redress the balance in favour of the British motorist and motor industry. He therefore built his motordrome, an enormous oval track on land owned by the family between Weybridge and Byfleet, in Surrey. The track, opened in 1907, was called Brooklands, named after that part of the Locke-King estate on which it was built.

Brooklands was the first purpose-built race track in the world and was an invaluable asset in promoting the automobile in England.



Harry Morgan's Worcester Road garage, seen here c1910 turned into a factory to produce the first Morgan Runabouts.



Carl Benz's patent drawing of the world's first petrol-engined automobile of 1886.

# MALVERN'S OTHER MOTOR PIONEER

Whilst Harry Morgan is Malvern's most famous motoring pioneer, he was certainly not the town's only motor engineer, and neither was he the first. Indeed, Malvern can justifiably claim to be the birthplace of motoring in Great Britain. Bicycle makers Charles & Walter Santler began experimenting with steam engines from their small workshop in Howsell Road, less than a quarter of a mile from where Harry Morgan would eventually establish his business nearly 20 years later.

Having developed a working engine in the 1880s, the Santler brothers soon realised its potential to power a road vehicle. Rather than adapting an existing equine carriage, the vehicle was designed from the outset as an automobile, the chassis being constructed to fit the engine rather than the other way about. Charles Santler takes up the story:

"It was in 1887 we set to work in real earnest. It was then that we invented and started to make our first motor car. The designing and

making of detailed drawings were made by the burning of midnight oil, as we did not want this line to interfere with our daily work in the Engineering Works."

The machine the Santler brothers built was known as the Malvernia, and this was the first purpose-built four-wheeled automobile constructed in Britain. The Malvernia was then modified to run with a high-pressure gas engine and eventually a single-cylinder petrol engine.



The Santler "Malvernia". This, the earliest surviving photograph, was probably taken in 1907 when the car, its useful days over, was laid up engineless, in Malvern Link.



A 6 hp Santler car, c1901 parked in Merton Road at the rear of the Santler Works in Worcester Road. Charles Santler is at the wheel.

Benz  
Motorwagen  
launched in  
Germany

Santler Bros  
built the  
Malvernia

Daimler  
launched Stahl  
Red Wagon

Ferdinand Forest  
produces the  
world's first four  
cylinder petrol  
engine

Karl Benz  
introduces the  
"Viktoria"

1885

1886

1887

1888

1889

1890

1891

1892

1893

Harry Morgan  
at Crystal Palace  
School of  
Engineering



# SOCIAL ATTITUDES TO MOTORING

Developing and testing early motor cars proved difficult and Malvern's motoring pioneers were severely handicapped by social attitudes of the day. To have embarked on a journey upon the public highway in a machine such as Santler's 'Malvernia' would have subjected the brothers to an intolerable barrage of publicity, interference, ridicule, and no doubt even hostility, from townsfolk who couldn't possibly

have witnessed such a remarkable and no doubt frightening machine before. The 'Malvernia' therefore was towed, in the guise of a horse-drawn trap, to a more isolated location, away from inquisitive eyes, for testing. Harry Morgan likewise encountered hostility to his early motoring exploits. Cars from his garage were accused of polluting the air with fumes, dropping oil on the highway and breaking up

the road surface, and letters were written to the local newspapers accusing Morgan of spoiling the tranquillity of the town. Automobiles were very expensive at that time and motorists, seen as the privileged few, were perceived as operating their contraptions to the detriment of the general community, and thus vilified by many. Children and animals were kept indoors, well away from the 'devil's' machines!



Worcester Road, Malvern, c1905. The poor state of the road is evident in this photo and whilst this was blamed on the motor car, horse-drawn traffic was equally responsible!



Brooklands race track shortly after its opening in 1907. The infield was the site of one of Britain's first aeroplane flying fields, bordered by the Byfleet Banking in the background.

First petrol engine produced by De Dion and Bouton.

First car to be sold with pneumatic tyres as standard

The Automobile Club of Great Britain and Ireland is founded

Rudolf Diesel is granted a patent for an internal combustion engine

The Thousand Miles Trial is organised by the Automobile Club of Great Britain

Demise of Queen Victoria, succeeded by Edward VII

Packard patents and introduces the "H" gearshift

1894

1895

1896

1897

1898

1899

1900

1901

1902

Harry Morgan, apprentice at Great Western Railway

# PROGRESS IN THE AIR

Whilst Morgan was training to be an engineer, on 17th December 1903 in the USA, aviation pioneers Orville and Wilbur Wright were creating history by making the first ever sustained powered flight in a heavier-than-air machine. The development of the petrol engine, generating more power for a given weight, plus extensive experimentation by the Wright brothers into the efficiency of various aerofoil sections, made this possible. It took a while

before the first successful flights were made in Europe but, by the end of the decade, significant advances in aviation were evident. In Britain a few brave pioneers made tentative hops and short flights in the primitive flying machines of the period, the infield at Brooklands being one of the first flying grounds in this country.

In common with motor car development, the greatest advances in aviation were made

in France, the most famous aviator of the period being Louis Blériot. As the decade drew to a close, Blériot achieved a notable 'first' when, on 25th July 1909, he crossed the English Channel, marking the beginnings of international air travel.

**Further reading:**  
Morgan, Malvern & Motoring,  
by Martyn Webb.  
The Crowood Press, 2008.  
ISBN 978 1 84797 039 8.



T.O.M. Sopwith was one of Britain's pioneer aviators, seen here at the controls of his Howard-Wright biplane, a machine based on the successful flying machines built by the Wright brothers in the USA.



Louis Blériot flies across the English Channel, depicted here in one of the many postcards of the period produced to mark the occasion.

17,000 vehicles  
are now  
registered in  
Britain

Ford begins to  
export cars to  
Britain

Brooklands Track  
opened

Blériot Channel  
crossing

1903

1904

1905

1906

1907

1908

1909

1910

Harry Morgan  
established  
Morgan  
Co Garage  
Motorworks with  
Leslie Bacon

First Morgan  
prototype built

Morgan Runabout  
first exhibited  
at Olympia  
Motorcycle Show





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## IN THE COCKPIT WITH



*John and Lettie Stevens*

John and Lettie, from Walton, Surrey, are on their second Mog, and loving every minute. Upgrading from the 4/4, they had only just bought their Plus 4 when we caught up with them at Thrill on the Hill.

### How long have you owned the car?

Just three months – we had a 4/4, but this one is a bit nipper.

### What is it about Morgans that keeps you coming back?

It's just fun! It's a fun drive. Put the hood down and out you go. We went to the factory to see it being built – fantastic.

### How many years have you owned a Morgan?

We've owned a Morgan for nearly six years now. It's amazing how time flies!

### Have you been on any interesting trips?

Not yet. We're going to Spain – we lived in Madrid for a while, so we'll head down there for two or three weeks, then maybe drive over to Portugal.

### What is it that appeals to you about the feel of a Morgan?

You actually feel as though you're driving, you've got to drive it rather than just sit there. In a normal car you don't really feel anything. They are beautiful cars and we use ours all year round.



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a factor. Keep warm with this beautifully handmade, limited edition MaDMaN neck collar. It looks fantastic and will keep you warm.

In keeping with true Morgan style, these products are traditionally made to the highest quality. All MaDMaN products are limited runs, so you won't bump into anyone else wearing

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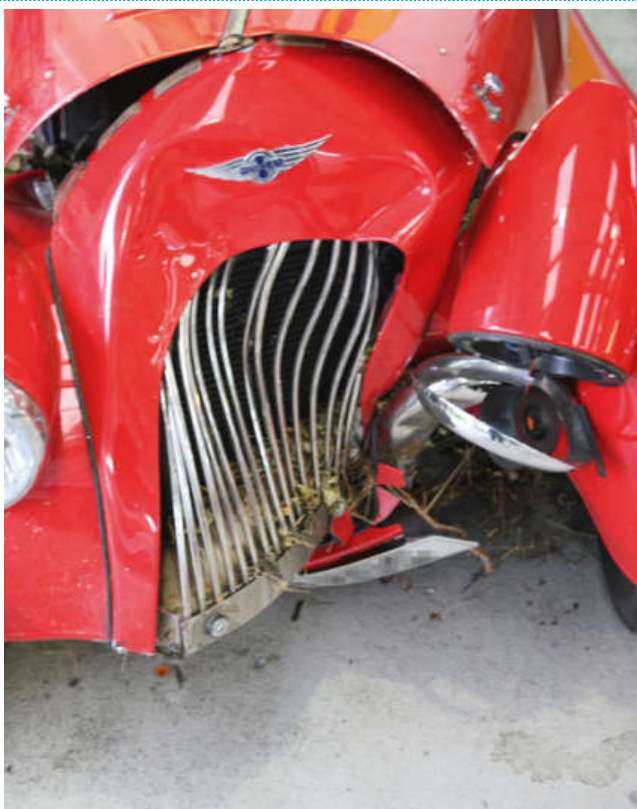
Which anniversary is the Morgan Three Wheeler Club celebrating this year?

Email your answer to [madman@mogmag.co.uk](mailto:madman@mogmag.co.uk) together with your name, address and contact number. Or alternatively you can post your answer to Booster Competition, Project Viva, The Outlook, 6 Sansome Walk, Worcester, Worcestershire, WR1 1LH. Competition closes on 26/11/15

# IN THE WORKSHOP

CRASH! BANG! WALLOP! We're at the Morgan factory again this month, and it's all go in a bid to fix a mass of mangled Morgans.

Sponsored by EVANS WATERLESS ENGINE COOLANTS 



With millions of cars on today's roads, it's a given that they're going to hit each other on quite a regular basis. It's simply chaos theory in action, and because chaos theory is based around a mathematical equation, it really doesn't care if some of the cars that end up bumping panels are Morgans. But worry not, because for those unlucky Mogs that find themselves punting a tree/van/mountain/ditch there is a place where – providing the damage isn't too bad – they can be straightened out, ready to be used again. That place is the

Morgan factory itself, which isn't something a lot of people know. Yup, not only are they born there, they're also re-born.

When we visited this month, the workshop was a sad and sombre place. There was a slight display of mechanical optimism illustrated by the cars in for service – the Aero 8, the 3 Wheelers and so on. But then, lurking behind Morgans that still retained their looks was a brace of cars that had fallen victim to a figurative 'fall down the stairs'.

The first car was a Roadster. Its damage was unusual – there was

no obvious single point of impact, just lots of creased metalwork. Having come off the road at some point, the left-hand side was twisted and contorted in a way that rippled the full length of the car. The screen had snapped off at the mounts and the glass within was shattered. Parts of the bent panel work were still holding onto sods of the earth that had caused the damage – a sad sight indeed.

Further down the workshop lay a red 4/4. Cross-eyed from a heavy hit to the front, it looked sad and forlorn. Bonnet pushed back, driver's side wing involuntarily





flared outwards, glass smashed – it was far from the automotive beauty that just a few years' ago left the same factory.

Finally, outside and collecting raindrops, was the saddest sight of all. It's always hard to see something rare succumb to harm, and that's very much the case when you spy a bent Brooklands Roadster. It had obviously hit something square on, but something much taller than a Morgan. Its nose and lights were pushed up, like when a child impersonates a pig by pulling their nose up. Funny on paper, sad in real life.

Don't be too upset though, because this isn't a tale of woe. In fact, it's quite the opposite. You see, what a lot of people don't know is that Morgan will happily undertake the repair of such cars – as we said, it's not just a place where they're born, it's also a place where they're re-born. And why not? The skilled craftsmen and women can use their abilities to bring these cars back to life, allowing them to see the road once more.

It's not like a normal manufacturer; these cars aren't white goods that are easily

disposable, they're members of a special family. When one returns with battle scars and bruises, the staff see it in a personal way. It was crafted at Pickersleigh Road, not merely built. As such, there's a genuine 'desire' to fix them.

All the cars mentioned will see the road again, rolling out of the factory soon looking as good if not better than when they were new. It's unfortunate that their fate has brought them down this path, but it's also wonderful to know that there are skilled workers waiting to put everything right. **MOG**

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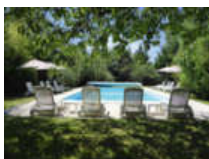
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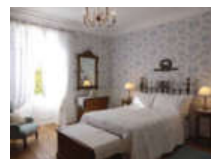
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# Handmade in Britain

with DR MARTEN'S

## DOCTOR, DOCTOR!

For punk rockers, school kids and generally any rebel without a cause, Dr Marten footwear has long been the choice for pushing against mainstream trends and sticking it to the 'man' – to the point of becoming a popular trend in itself. The simple, practical leather boot has become something of an ironic statement of style. To find out more about the famous Docs, James Ball has a closer look at their history and manufacture. >



**“Mainstream exposure came in the way of unintentional celebrity endorsement, with Pete Townsend of The Who donning a pair on stage as a homage to his working class roots”**

**S** Style, traditionally, has always focused on the elaborate, the ornate and the impractical. Take Victorians with their corsets, for example, or the Jacobians with their ‘ruff’ – quite how that became popular we’ll never know. Fashion throughout history has not often looked kindly towards the practical and simplistic.

All that changed in the 20th century – style moved at a breakneck pace and counter-culture was on the rise. Military looks became popular post-war and sure enough, simplistic, practical fashion became more and more accepted.

So how did a boot, which is essentially an army boot, become a leading fashion icon? Let’s wind the clock back to Dr Martens’ origins...

The Doc himself was Dr Maertens, who served in the German army in World War Two. Maertens found the standard issue boots too uncomfortable after an injury he sustained skiing in the Alps and sought a solution. To make his life easier, he created his own air-cushioned boot, with the help of his friend Dr Funck.



The pair finalised their product and made their way to England, where a company called R. Griggs Ltd took the design into larger-scale production. Dr Maertens was anglicised to Dr Martens, an iconic yellow stitching was added and the soles were branded ‘AirWair’.

These boots were a good product from the word go, there’s no doubting their quality, but sometimes it takes more than that to find true commercial success. Dr Martens’ mainstream exposure came in the way of unintentional celebrity endorsement, with Pete Townsend of The Who donning a pair on stage as a homage to his working class roots.

With the advent of punk came a rise in what some call subculture, or counter culture, which fuelled demand for the



sturdy boots. Like a blank canvas, the boots were personalised for each scene – some polished them to a mirror shine, others preferred the old dilapidated look.

Like any product worth its salt, its reputation is built on top-notch build quality. Welted sole construction and tough leather make a pair of Doc Martens last a long time. A practical well-made product, combined with rock star endorsement, has kept customers coming back to the brand.

Sales soared throughout the 1980s and 1990s, but it hasn't always been sunshine and rainbows. During the turn of the millennium, the brand suffered quite a drastic reduction in profits, which caused the company to relocate its production to China. Perhaps the brand wasn't futuristic enough for people heading into the new century – were we all buying Reeboks and Nikes?

However, in the commencing years there has been a huge resurgence in retro style, but it's more than just 'style',



customers want something that is genuinely well made. Why buy a pair of shoes every year when you can buy one pair that will last 10?

Alongside this change in mentality, there's also been a rising demand for British-made goods. Seeing this opportunity, Dr Martens reopened their Cobb's Lane factory in Wollaston – the home of Dr Martens since its inception in 1960. The site itself has been making footwear since 1901.

With a small-but-skilled team in this Northamptonshire factory, they're making shoes just like they used to. From the cutting of the leather hides and the heat-sealing welding machine that attaches the air-cushioned sole, it's business exactly as it used to be.

Marketed as the Vintage collection, the line-up includes a direct replica of the first pair that rolled off the production line in 1960, and limited runs using special materials. ➤

**"It's more than just 'style', customers want something that is genuinely well made"**



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**“With a small-but-skilled team in this Northamptonshire factory, they’re making shoes just like they used to”**

In addition to these collections, exclusive runs of Made in England products are made for retailers and collaborative partners such as Comme Des Garçons. Focusing on small production lines and top quality has paid off.

The production line is separated into four sections: The Clicking Room, where the cutting of the leather takes place; the Closing Line, where two-dimensional pieces of leather are stitched together to make a 3D upper; the Lasting Track, where heavy machinery and heat is used to pull the leather tight; and the Shoe Room, the finishing area where shoes and boots are inspected, polished, packaged ready for the customer.

The workforce in this very traditional-feeling factory is 44, a number that has doubled since 2011. In terms of capacity, the factory can produce an amazing 70,000 pairs a year.

Key to their longevity is the training of new staff to keep the classic boot-making art alive. As such, Dr Martens has a successful apprenticeship scheme.

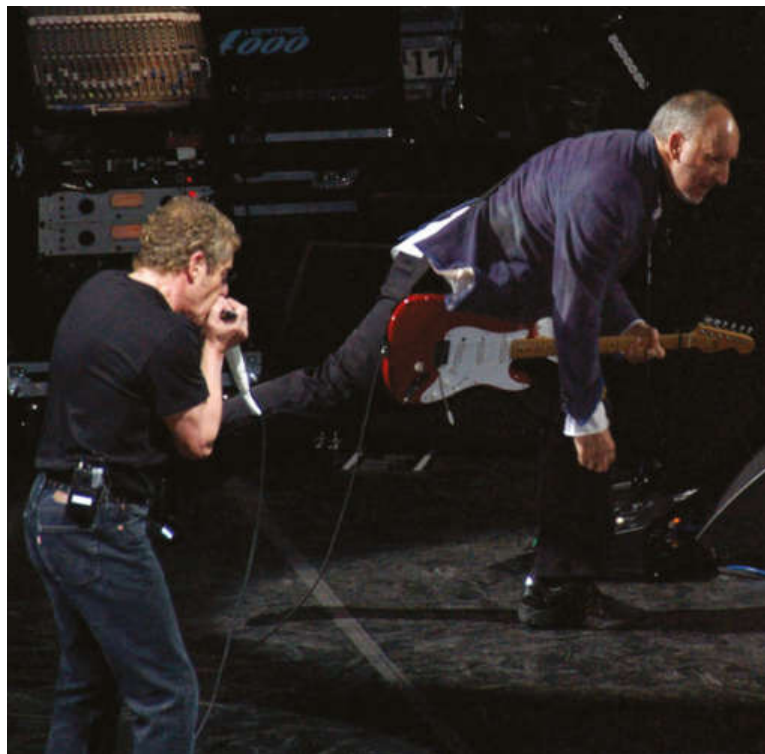
The year-long scheme makes sure each apprentice has worked in every area of the factory. We ask Billie Baier, from Dr Martens UK Marketing, about

the necessity of running such a course: “Our apprenticeship scheme was started so we could offer opportunities for young people seeking work in one of the oldest manufacturing industries in the UK. There is also a considerable skills gap across the industry, as hiring new staff into the trade in the

early part of the 2000s was practically non-existent.”

Currently, they take in 15 candidates per year, and recent candidates have all gone into jobs within the business – a great strategy that’s helping to bring British manufacturing back from the brink. >





As we've discovered throughout this series, manufacturing niche products in Britain is, in fact, far from the brink, and it's thanks to a surge in demand for high-end handmade products like Dr Martens.

If you're walking into a Dr Martens store today you can expect to see, alongside the Chinese-made shoes, the range of English footwear adorning a tag with the Union Jack on it.

It's not all about the shoes though, but also about the machinery involved in producing them. Close to the factory is Dr Martens' engineering plant, which is

used to create the sole moulds and manufacture the famous PVC bouncing soles – with that iconic 'resistant to oil, alkali, fat and petrol' stamp.

There may be heavy machinery used, but in a similar manner to Morgan, there isn't anything automated about the process – a highly skilled workforce have their hands on the boot every step of the way. The result is a true British icon.

There isn't much in the world that's more important than the shoes you walk in, so why not invest in a pair of English-made Doc Martens to stomp on that English-made Mog accelerator? **MOG**



## DR MARTENS MADE IN ENGLAND RANGE

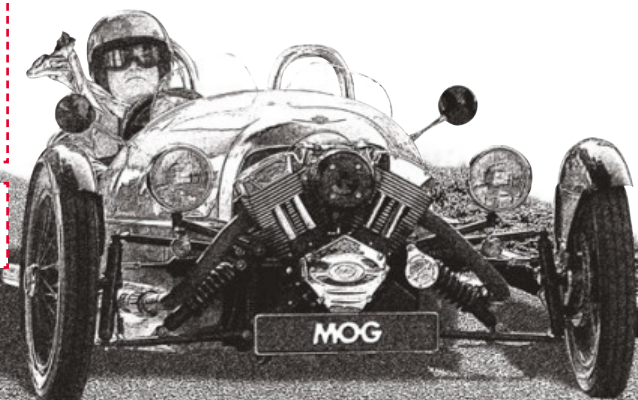
Nowadays Dr Marten offer a range of footwear, not just the classic (known as the 1460). Take a look a look at the selection below.

Arthur		£200
1461		£175
1460		£195
1490		£200
1914		£215
3989		£210
Steed		£185
Patch		£300
Anthony		£250
Graeme		£225



# ONE MAN & HIS **MOG**

- THE DIARY OF A MOG NUT -



**M** Many of you will by now have learnt of the untimely and sad death of MOG magazine's dear friend and supporter Richard Gilbert.

It was with a profound sense of shock and sadness that we learnt of his death on 9th September 2015.

Richard spent many happy hours with the MOG team, travelling around the UK and Europe on photoshoots and MOG adventures, trusty camera in hand, and often a brochure or two that he would merrily press into the

palm of anyone who showed more than a fleeting interest in the Morgans we were travelling in.

It therefore seemed wholly appropriate that we should now reveal, to those of you who hadn't already guessed, that Richard was, indeed, our mysterious Mog Nut. No one was more qualified as a Morgan fanatic to write this column than Richard, who scribed no less than 43 editions of humorous diary pages about his Morgan escapades. Always coming in with his copy just hours

before our press deadline, making the editorial team sweat, Richard proved to be a helpful, kind, integral part of the team. His knowledge, humour and enthusiasm will be greatly missed. Looking back over the last 3 years of MOG mag, the team all have their own cherished memories of Richard. We thought we would celebrate his life in this last ever MOG Nut edition by sharing a few of those, along with some of our favourite photos of him doing what he loved best – playing around with Morgans! ➤



## JULIA

Richard was the first person I ever spoke to about the magazine once I was appointed as Editor. We chatted for over an hour one Christmas evening. Richard was bubbling with enthusiasm for the mag and, of course, for Morgans. I knew then that we were going to be great friends and partners in making MOG mag. I was right. We shared some hilarious adventures, not least the time he split his difference as he struggled to get out of a Morgan perched precariously on the side of the Brooklands bank – one leg still in the car whilst his other slid on the moss in the other direction! It took him a while to get

over that! Another time, I remember he lay flat out on the floor of the pier at Weston-super-mare taking photos, blissfully unaware that the kiddies' fun train was bearing down on him. Or, the time I clung onto his ankles as he balanced perilously on a ladder trying to frame photos of a Morgan parked alongside a bi-plane. The number of times Richard hung precariously out of the back of my car shooting tracking shots of Morgans is countless, but he was always happiest going flat out behind the wheel of a Mog with the wind blowing in his hair and a massive grin on his face. That's how I will remember, and miss him.

## JOE

My fondest memory of Richard, having known him for the best part of 4 years since we started MOG magazine, was the day he and I went out to a care home in Bromsgrove to take a three-wheeler to show a war veteran who had owned one of the first three-wheelers years and years ago. It was the first time I'd driven a three-wheeler and Richard was very quick to point out any mistakes I'd made, and there were a few!

On arriving the old man was outside the front of the home ready and visibly

excited to sit in it and go for a blast. Richard took him for a drive and then returned, and the grin on the man's face, and on Richard's, was a picture; two Morgan lovers in their element.

It was all a very pleasant and satisfying afternoon, until Richard and I came to make our way back down the M5 to Worcester and the heavens opened. We got absolutely drenched, with hail bouncing off our faces and sitting in what felt like a lake of water. Everybody back at the office found this highly amusing!





**RICHARD  
GILBERT**  
1957-2015

## MATTI

Mog Nut and I were first introduced 8 months before MOG was born by the factory, as someone who could help with pictures and things. We had a fun afternoon talking and driving cars and it became clear to me that Richard was one hell of a Morgan nutter!

Over the years we worked together we have had so many adventures - all of them entertaining, involving driving too many miles and taking bucket loads of pictures.

For me there were two that I clearly remember and laugh about often. In 2012, we went to Le Mans and Monsieur Gilbert forgot to bring a tent when we were supposed to be camping. "Don't worry Matti, I will buy a tent on the boat!" was his response. (How many

ferries have you been on where they sell tents in the shop?) Needless to say, Mog Nut ended up sleeping in the car for two nights in a Morgan 4 seater on loan from the factory!

And secondly, a trip last year, where Mog Nut met AC, a great pal of mine in Paris, who was as mad about cars in general as Mog Nut was about Morgans. Richard was running around like a child in a sweet shop when AC showed us his collection of crazy vehicles. His favourite was a tank with the knot in the gun, and he used a picture of it in that month's issue.

A sad loss of such a young enthusiastic gentleman who always had time for everyone and certainly made me laugh every time we met. Rest in peace my dear pal Mog Nut.



## LAUREN

The first time I went to the Thrill on the Hill event back in 2013, I was sitting in the 3 Wheeler waiting to go up the hill. Richard stood in front of the car jumping about and snapping away like he was paparazzi, "Work it Lauren, that's it, flick the hair!" he called!

Whenever he rang the office he always said the exact same thing in the exact same voice so it was obvious who it was from the start, "Hello Lauren, this is Richard Gilbert here!"

## CHRIS

Driving through the less appealing parts of Paris in convoy with Richard was something of an experience. Not only were we both in Morgans that didn't belong to us, we were also negotiating streets that were completely alien, all whilst being stared at by baffled Parisians.

Once at the hotel and parked, Richard sprung from his borrowed Plus 4 and exclaimed like a giddy child how mad the drive had been, how bonkers the traffic was, and so on and so forth – this after a solid day of driving, mind.

We were trying to catch our breath, but Richard was simply revelling in the adventure, taking it all in his stride and making a positive out of it. Between recalling the near misses with Nicole and Papa's Clio, he'd get side-tracked by the old Mercedes that was sharing the car park with us. Then, whilst we



were still processing our stress levels he'd excitedly suggest a beer was in order! He was positive, always wearing a smile – full of beans as it were. It's what he did and who he was on a daily basis, and it's one of the many reasons I'll miss him.

## JAMES W

When I first moved to Worcester, within the first few days I was met by a very loud, colourful and handsome beast. Not Richard Gilbert, (although he was loud, mind you!) but the fantastic 3 Wheeler he had just parked on my neighbour's drive!

A year later when I began working for MOG magazine, that very same man came swanning in like he owned the place. I mentioned to him about seeing his car a year ago and he even recalled my name, strangely enough it was his sister living next door to me.

Richard Gilbert was always a delight to have in the office; he always brought wit and an interesting story. He would brighten up those busy days arriving 10 minutes before the end of the day with a story that took 40 minutes to tell!

I always admired his photography abilities. He really could capture the heart and soul of whatever he was shooting. Ironically, earlier in the same week that he passed, I saw some of the best images he had ever sent us from Brands Hatch.

It is truly sad that he will not be sauntering into the office for a chinwag and a cup of tea.

## JAMES B

Not only was Richard a bible of Morgan knowledge, who lived and breathed the Mog scene, he was a funny guy and a gentleman. Often popping into our office for a quick (sometimes very long!) chat, he always had one ear out for Morgan gossip and had a knack for telling a good story.

A very approachable and helpful person, he'd consistently go out of his way if you needed a hand. I once bumped into him at the factory and, being close with the chaps at the MMC and friends with many of the workers, he helped me get the inside scoop for our back page.

He also very much enjoyed heading along to the Morgan Challenge races to take pictures and I remember him recalling a particular event where the Morgan factory team's Super Sports had an issue with its exhaust. Richard, who owned a Super Sports too, came back to his car to find out they had swapped the exhausts over! (They reimbursed him later!) He was as much a part of the factory as he was the team at MOG, and I'm sure neither will be quite the same without him.

A friendly, humble and talented man, he will be greatly missed. **MOG**

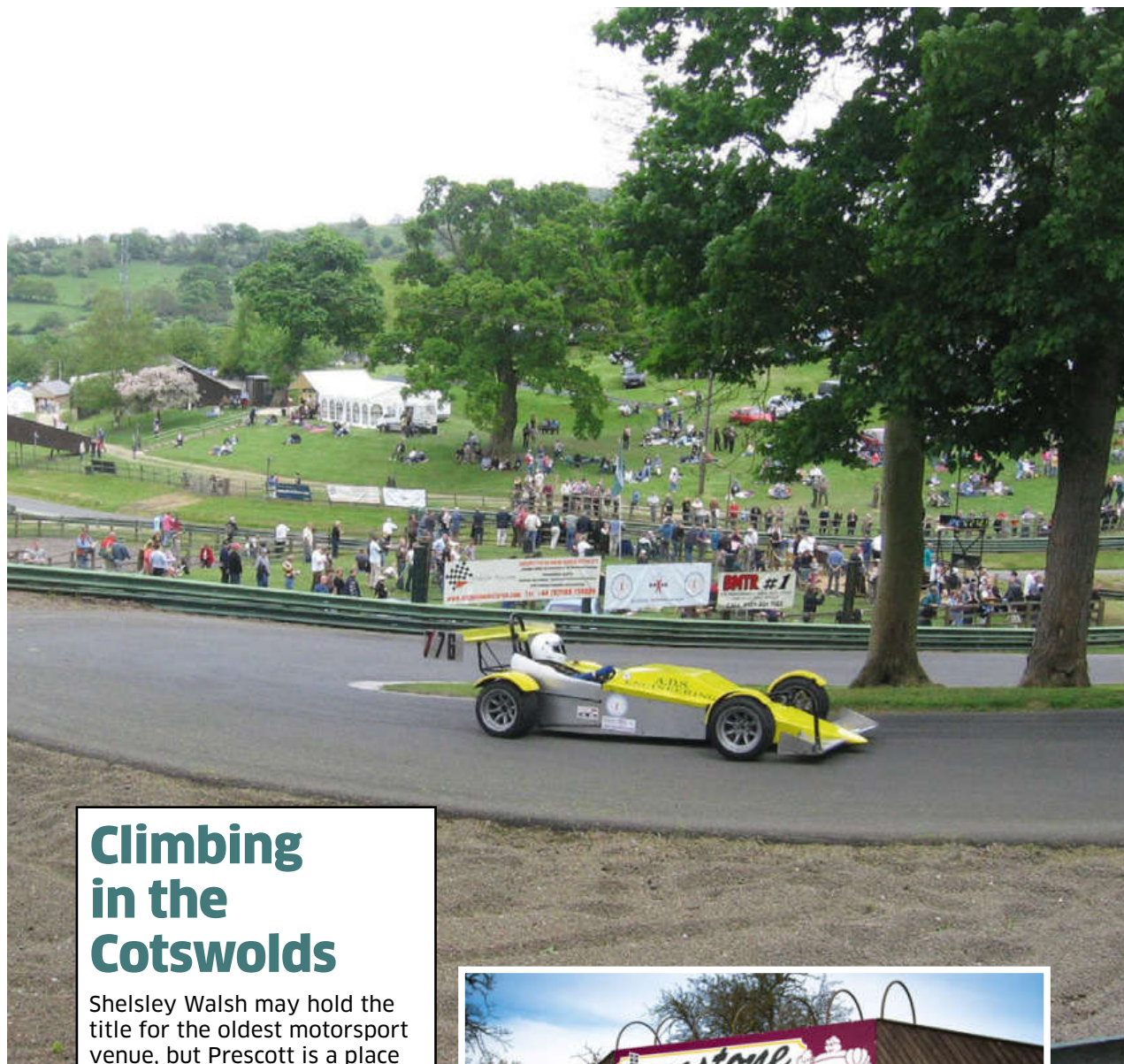






# Motoring Meccas

PRESCOTT HILL CLIMB



## Climbing in the Cotswolds

Shelsley Walsh may hold the title for the oldest motorsport venue, but Prescott is a place just as popular with the Morgan fraternity. Although it's not the first hill climb in existence, Prescott was first driven in 1937, so it's hardly a young'un! With so much history and plenty of events to attend throughout the year, it's one of our favourite motoring spots. ➤



© STUART ALLEN





© DAVE\_S

**L**ocated in the beautiful Cotswold Hills, not far from Cheltenham, Prescott is quintessentially English. Hosting a variety of vintage, classic and modern events, it's become one of the most recognisable names in hill climbing.

Prescott's roots began with the Bugatti owner's club (BOC). Formed in 1929, for many years the BOC had been finding any dusty tracks they could to test their machines. In 1936, the committee moved to the Cotswolds and it was decided a permanent place to race was needed.

After a few locations were considered, Prescott House and Estate was found and chosen as a venue. With its extensive grounds and good incline, it was an ideal location. Although mainly bumpy dirt tracks were used in the past (which must have been

very hard on the cars!), a hard tarmac surface was laid down and the Prescott hill climb was born.

One of the first, and the fastest, cars up the track had Morgan DNA. However, still in its embryonic days, there were no RAC timekeepers, so the time recorded isn't 'official'. The

speedy run of 47.62 was set by a hill climb special, the Freikaiserwagen – made up of a GN chassis and Morgan independent front suspension. The Freikaiserwagen missed out on holding the official record, but the time set by the 1.11 stood for some time, until a much more powerful 3.5l Brabham







BT18/Oldsmobile came along.

Built by friends David Fry and Hugh Dunsterville, the Freik was a frequent visitor to Prescott. First meeting in 1935, Dunsterville bought a second-hand 1934 MG PA Midget from the elder son of Cecil Fry, head of the world-famous Bristol-based chocolate company. The two became good friends and competed individually in local car club events until May 1936, when they decided to build a 'Special' together.

The concept was to use an existing lightweight chassis with a motorcycle engine and gearbox mounted behind the driver, and chain drive to the rear axle. For a few pounds they bought a GN Cyclecar (with four-chain transmission and a solid axle) and a three-wheeler Morgan powered by a 1,097cc V-twin Anzani engine from a scrapyard and set about the construction of their custom hill-climber. With its nimble handling and clever weight distribution (with sideways-mounted V-twin), this little Mog hybrid became the car to beat. The Mogs, albeit in a roundabout way, have been competing at this hill climb since day one.

Morgans have continued to grace



## "ONE OF THE FIRST, AND THE FASTEST, CARS UP THE TRACK HAD MORGAN DNA"

the track, and these days you can see them compete in a variety of races, including the Techniques Speed Championship and VSCC meets. Prescott has two configurations for racing: the first configuration of the hill climb was only 880 yards and is now Prescott's 'short course', along with a longer 1127-yard course. This longer

track was introduced in 1960 and is used for all events other than those run by the VSCC.

Obviously, Prescott is revered for being a fantastic place to race, but not all of us are that lucky! From a spectator's point of view, Prescott makes for a great day out, whether it's one of their festivals – such as the







Autumn Classic – or a competitors’ race day. From the bottom of the hill climb, you can see quite a bit of the track, unlike at other hill climbs, such as Shelsley, where it can be difficult to see a long stretch unless you climb the hill – which is quite steep!

The Prescott Estate is truly beautiful, especially on a British summer day – perfect for picnicking. The action can be seen from most places, but also can be viewed from strategic points along the course as well as from the restaurant terrace. Prescott has great facilities too, in the way of full catering

services and even caravan and camping at select times of the year.

Although the season is over, and we’re heading into the winter period, there are still a few events on at Prescott, including the Breakfast Club on October 25th. Of course, the hill climb is probably best enjoyed over the summer period, with a packed schedule of racing and better weather. If you could only make it to Prescott for one event, we recommend the La Vie en Bleu weekend in May, where the BOC celebrate all things Bugatti.

Keep a close eye on their website

## PRESCOTT HILL CLIMB

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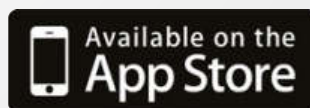
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# DEALER OF THE MONTH

## MORGAN WEST, Los Angeles

Welcome to our new-look Dealer of the Month section. Travel around the world with us as we gawp at Mogs on the market. This month's featured dealer is Morgan West! Let's take a look at what's on the forecourt over in Santa Monica...



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# VIKING VOYAGE!

This month's travel comes from the northern climes of Scandinavia – perhaps not the natural habitat for Morgans! However, greeted with sunshine and open roads, the Morgan Three Wheeler Club's (MTWC) Viking Run, in Varberg Sweden, was a huge success. Staffan Engström reports on a thoroughly Morgan adventure.



**T**he Scandinavian Group is comprised of MTWC members from Denmark, Norway and Sweden. Unlike the UK where it is possible for MTWC members to join each other's regular regional gatherings, the Scandinavians are spread over a very large area, a bit like the US, and therefore have only one yearly group meeting which rotates between the three countries.

Christer Campler arranged this year's Viking Run, with assistance from Stig Svensson. The rendezvous for the meeting was Åstad, some kilometres inland from Varberg on the west coast of Sweden, at a large farm and vineyard with a fine hotel. The surrounding countryside is ideal for Mog trips, winding roads, forests and lakes. Some readers may remember the area from the Mog of Sweden jubilee and MTWC meeting held in Varberg in 2006.



**"The surrounding countryside is ideal for Mog trips, winding roads, forests and lakes"**



We were housed in pleasant traditional wooden chalets, situated in fantastic parkland. All our chalets were located close to the main restaurant on one side, and the reception/club house and bar on the other side of the grounds – a perfect place to stay.

The annual Scandinavian meetings are, by nature, international and this year we were pleased to welcome not only Scandinavian participants, but also members from the UK and Germany.

The cars in attendance this year were: seven V2 traditional Mogs, an F Super, five M3W five-speeders, five four-wheelers, a Triking and a couple of





modern drop-heads. Most of the older cars were transported to the meeting.

The meet began with a run on ideal Mog roads to the Öströö sheep farm. Along the way we had only one mechanical incident – in this case, Ian Parkinson's turbo charged Plus 4 came to a halt due to distributor arm failure. However, Ian announced that he had a reserve part with him, being a "Mog man and all that", so the problem was soon fixed!

On arrival back at Ästad farm, the participants gathered around a farm cart that served as a table for a group snack, comprising of pilsner, rosé wine and crisps. In the background is an unusual fort-like building with panorama windows, raised on a hill. This modern medieval structure is the hotel's reception and bar. The evening was rounded off with dinner in the restaurant.

After breakfast on Saturday, we headed for the seaside via the fishing harbour at Glommen, on the west coast, and a petrol station near Falkenberg. The destination was Svedinos, a car and aeroplane museum in Ugglarp. There were a lot of interesting things to look at – and coffee and cakes were included in the ticket! From Svedinos the group drove back to the coast and had lunch at the restaurant called Strandkanten, meaning 'shore', implying that it was close to the beach.



## "We headed for the seaside via the fishing harbour at Glommen, on the west coast"

Satisfied by our lunch, the group returned to Ästad via Vessingsbro and stopped off at Stall Flädje, an art and crafts centre. There was a lot on display, including an interesting pair of driving goggles. Alas, these were part of an art installation and therefore not for sale. On return to Ästad the group headed for the pleasant bar in the fort until it was time for dinner. Unfortunately, the local

vines had not yet produced anything drinkable so we had to be satisfied with the imported stuff.

Once Sunday breakfast was consumed the group packed their things and paid their bills. Then, the AGM took place on the first floor of the fort. Our GO Lennart Nilsson, Ian and Bruce gave us the run down on the happenings back in the UK. ➤



# Can't get enough Morgan news and information?

Then the answer is at hand with the launch of **MOG In Depth**



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## SUMMERS NEARLY OVER!

Why not share your Morgan adventures with MOG readers?  
Email [editor@mogmag.co.uk](mailto:editor@mogmag.co.uk)

It was announced that the 2016 Viking Run would be held in Horsens in Denmark. The rendezvous will be an ex-prison, possibly a very suitable meeting place for MTWC rogues...!

By next year we hope to have a ferry line again, from Harwich to Esbjerg in Denmark, starting in March. This would make it very possible for visitors from the UK to take part, as Horsens is not far from Esbjerg. So, please (three wheels or four!), make a note in your 2016 diaries for roughly the end of July next year.

After the AGM, the group drove east to a US 1950s-1960s style diner called Mandy's for some American grub, at which point our 2015 Viking run was concluded.

The group would like to thank Christer and Stig for a very pleasant and well-planned meeting. Special thanks also go to those who made their way to us from the UK and Germany, it was much appreciated. We will all remember the pleasant ambience at the meeting upon which the rain gods had absolutely no influence! **MOG**

**"The rendezvous will be an ex-prison, possibly a very suitable meeting place for MTWC rogues...!"**



# PERFECT PARTS

Put a lid on it! That's what we're doing with this month's perfect part, because this month we look at what's involved in making and fitting a roof.



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A



B



C



D

Ah, the humble roof of a Morgan. Once the source of much frustration and pinched fingers, they're now an easily operated part of the car, offering precision action in terms of the way they work as well as snugness and warmth for the occupants. Plus, in some cases, they also keep you dry, too!

Over the years the design of the Morgan manual hood has taken on many different changes and incarnations, but the one fitted today is easily the best. Developed over decades thanks to customer feedback

and advances in engineering processes, the roof on a modern Morgan is a work of art as much as it is a highly functional part of the car.

How does the hood come together, though? Many think they arrive pre-made, but that's not the case. Each car, as we've touched on in previous issues, will end up being built with different tolerances, and as such the hoods need to be made on a 'per car' basis. To find out more, MOG grabbed a camera and headed into the trim shop.

So what did we learn? Well, the first thing that was confirmed

**A:** Roof fabric being stitched together

**B:** It takes years of skill to get this right

**C:** Detail stitching adds strength

**D:** Complicated to the untrained eye, but easy for Morgan staff

was that every roof is, indeed, unique, even if that only means by a few millimetres here or there. Each hood is made and fitted to a car once it arrives in the trim shop. However, the fabric used to make the hoods can be pre-cut to a rough shape before the car arrives, but that's all. After that, it's a case of carefully measuring up before one of the staff, in this case, Steph, takes to it with a sewing machine, creating the folds and shape that the car in question demands.

As for the car itself, it doesn't sit there only to be





used as a template, oh no. It's fitted with the frame that will eventually support the roof, which consists of a bar that runs over the car along with the side supports and the front edge that 'hooks' over the top of the windscreen. Then there's the rear bar that houses the locking pins and springs. This is trimmed separately before being fitted to the car or incorporated into the roof.

Once Steph has finished with the fabric covering, including the fitting of what will become the headlining along with the

rear plastic window, it's mated to the frame on the car. This can be the most frustrating part of the job, as the workers can find themselves 'chasing' a crease around the trim whilst trying to pull the lining tight and even.

Their skilled hands soon make light work of it though, leaving them to then focus on making each roof fit each car. This is a delicate art that requires an understanding eye and a sympathetic touch – one cut or trim too deep and it's back to the drawing board.

**E:** Frame being prepared for the fabric element

**F:** Metalwork is cleaned and polished before being covered

**G:** Rear 'clamshell' being fabricated

**H:** Frame will be exposed internally, so has to look good

Luckily though, the team on hand to fit the hoods share a great deal of experience. Plus, advances such as the over-hooking 'clasp' design for the leading edge and the rear base that pops up separately have made the construction more uniform and more efficient to fit, rather than the cumbersome hoods of old with their many poppers and zips!

So, there you go. You now know how the hoods are made and fitted, so next time you raise or lower yours, you'll know exactly what's gone into its construction.



“Does its job, but do you really need it?”



## Lick My Battery

**Price** - £5.99 **Contact** - [www.carplan.co.uk](http://www.carplan.co.uk)

Hmmm. This is just one of a range of peculiarly-named garage consumables from CarPlan, but it could prove useful to have around. Simply, it's a spray that cleans grime and neutralises corrosive deposits from your battery terminals, then sets to a gel-like blue goo that keeps water and further corrosion out, and ensures a good connection. I've tried it,

and it's simple to use – although you have to be careful to prevent it going everywhere – and seems to do what it suggests. The only downside I can see is ... well, have you ever thought to yourself, “I really MUST go down to the car accessory shop and buy a can of battery terminal cleaner?” Most garages and workshops will have a small, cheap,

ancient tub of Vaseline at the back of a dusty shelf that gets used on the odd occasion you have to check your battery terminals, and lasts for years. Is this stuff the answer to a question that nobody has asked? Either way, if you simply have to have every single product under the sun for your car care regime, here's the latest must-have addition.







## Valet Pro Glass Cleaner

**Price -** £4.99 **Contact -** [www.valetpro.eu](http://www.valetpro.eu)

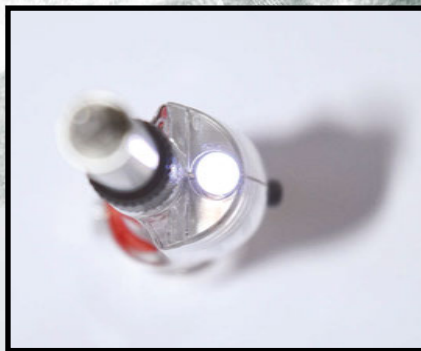
This stuff is simply a glass cleaner in a trigger spray bottle, much like most other glass cleaners. This one, however, is from Valet Pro, a company that provides valeting materials to the professional. Whilst the auto enthusiast might enjoy spending a whole afternoon cleaning and detailing their car until it's surgically spotless, time is money to a

professional, and they want maximum results with minimum time and money expenditure, so you'd expect this stuff to do a workman's job, and quickly. It does. Spray it on, wipe it off with a microfibre and the job's a good'un. Clear glass, minimal smearing and no residual chemical or alcohol stink. It lifted off sap, bird cack and even the residue left by

long-gone stickers and tax disc holders with little fuss. The only areas I had to go over again was the heating element on the rear windscreen – crud seems to gather along the strips and set solid. When I'd finished, it had transformed the car from slightly neglected to showroom fresh. And I'm not sure what more you can ask of a glass cleaner...

“Does its job,  
does it well!”





## Sealey 12-in-1 Precision Extendable Screwdriver with LED Light

**Price - £7.00** **Contact -** [www.sealey.co.uk](http://www.sealey.co.uk)

First of all – what a mouthful! They should call these things something much easier, although something with 12 functions could have an even longer name...!

This little multi-tool is made for getting into tight (and potentially dark) places; complete with a powerful little LED to light up nooks and crannies. There are six double-ended bits, housed on the handle, and a pocket clip – should you need it.

It feels strong enough, and looks like it would do the trick. However, when put to use it didn't quite live up to the quality we expect from Sealey. The bit itself (the Philips head), when applied to a stubborn screw, but with little torque, completely mashed and we were unable to use it again.

The LED light was very handy and helped when tightening a loose speaker, but unfortunately the button to turn it on is too exposed and caused

the batteries to go flat when it was put in a rucksack.

To its credit, it did mend everything we used it on, and it's great value – however, we are used to much better quality from Sealey, and we're sure something else on their product list might be a better option.

For small jobs and hard-to-get-to areas, it does the trick, but we feel it's worth investing a bit more money into something a bit stronger.

“Good idea, not the best quality”






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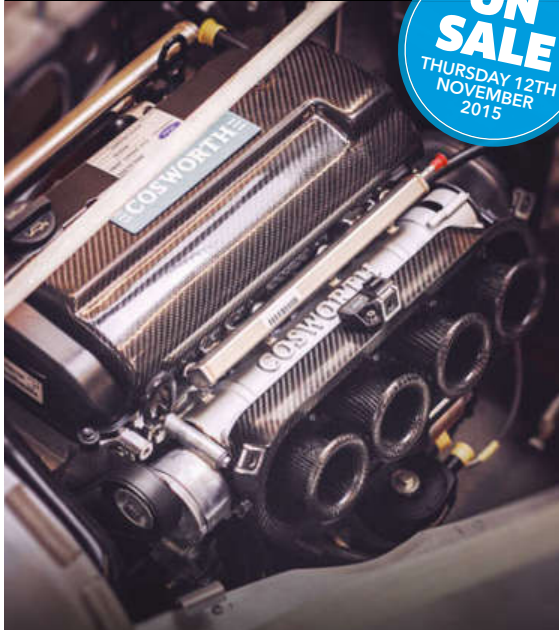
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## RALLY IN CALI

Larry Ayers of sunny California has been enjoying life on three wheels: "On 29 August, over hills and dales through Marin County rode four trikes to celebrate life and the sunny climate of California. Our convoy consisted of Dick and Ricardo Gale, in their 1985 Triking, Peter LeLievre, in a 2011 Liberty Ace, followed by Glenn Oclassen, in another 2011 Liberty Ace. Donna Dell'Ario and myself followed in a 2013 Morgan 3 Wheeler we've named Poppion."

"Taking a break in Nicassio, we ended up in Tomales for lunch before heading home for more exploring. Our mileage was 120 door-to-door from Vallejo, and what a great outing it was. Another Triking excursion is planned for 10 October, so come join us."





## ODDS AND MOGS

Steve Bridge sent in these lovely snaps from two Thames Valley meets; the first at the Bothy Vineyard, Oxfordshire, and the second at an antiques fair: "For those in the south, the twice-monthly classic car gathering at the White Lion antiques centre has been a welcome Sunday morning habit, and the Thames Valley meet has made it its monthly breakfast club venue. It's a very informal gathering, usually there are 100 - 200 classic, historic and just interesting cars, plus coffee and bacon rolls, and the antiques centre to visit."





## MOG BY NIGHT

Morgans are truly an international passion – John Passadis from Greece sent this artistic photo in, with what we think is a haiku (but there again, it could be a translation issue!): “August full moon, Temple of Poseidon 4/4 Morgan. Bright, out of sight night!”



## ESSENCE OF ENGLISHNESS

Karl Chapman has sent us this photo of his Plus 4 taken at Amblecote allotments, Stourbridge: “An English sports car on an English allotment – you can’t get any more English than that,” he says.



## MOG EXPRESS DELIVERY!

Chris Towner sent this across: “The mates asked me to pick a few tins!” That’s what we call a beer run!





**NEW PRODUCT**



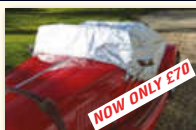
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### Bilstein rear dampers

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### MOG Exclusive Morgan Poster by Ken Reed

MOG is proud to be able to offer Ken Reed's fantastic Morgan 4/4 artwork at a reduced price of £35 for MOG readers. They are a fantastic piece of art to add to any Morgan enthusiast's collection.

Back in 1975 he created this eye-catching Morgan poster while waiting for delivery of a new 4/4 four-seater. The posters were originally available from the MMC and selected dealers, and now are available direct to MOG readers!

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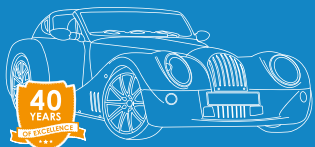
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# INSIDE TRACK

Once a month **MOG** likes to pretend to be some kind of super spy by sneaking into the Morgan factory to find out what's going on. Here are this month's finds.



## Show and Go

Want to step into a little portable world of Morgan to be dazzled by an array of wood, leather and other Morgan-related means of immersion? Well, you'll be able to soon, care of Morgan's new exhibition unit. With this baby on the road, there will be a little place to experience Morgan just that little bit more. Keep your eyes peeled at the shows.

## Capital Attraction

Once again, it's time for London Design Week and that means plenty of involvement for Morgan. The design team, consisting of Jon, Ian and Mike, have all been to the capital to help set up what promises to be a great display at the event, including a special appearance from the all-new Aero 8. Doesn't get more British than that!



## Online Design

Pretty soon you'll be able to go online and design your own Morgan Aero 8 - how exciting is that? The website is undergoing the final testing stages to make sure it can deliver and generate whatever your heart desires. We can't help but wonder what you'll all come up with!

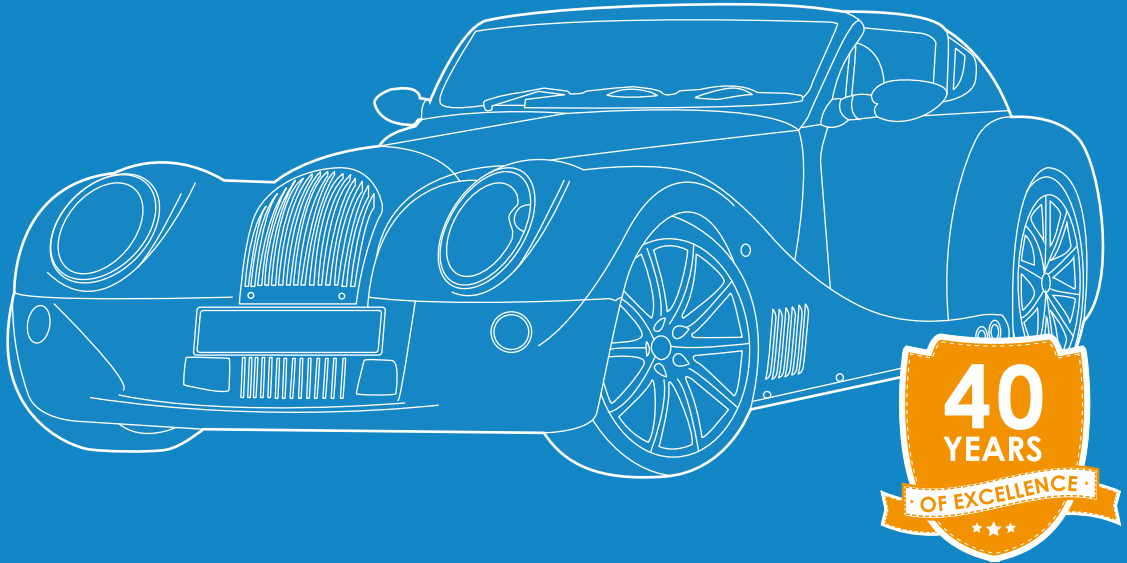
## Lights, Camera...

Other companies may farm out tasks like getting product images, but not Morgan. Nope, it wants to make sure everything is as perfect as its cars, hence undertaking this shoot to show off new products. Though he'll never fit that bag in a 3 Wheeler!





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